



1993 MANUAL OF MOTOR SPORT

with 1993 National Competition Rules



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DRIVING MOTOR SPORT

Committees 1993

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Classification

For the purpose of attempting records, vehicles shall be classified according to their total cylinder capacity as follows:

VEHICLES WITH POSITIVE DISPLACEMENT RECIPROCATING ENGINES

Capacity	Class	(FIA Class)	(Points)
Over 8000 cc	Class A		(11)
5001-8000 cc	Class B	"	(10)
3001-5000 cc	Class C	"	(9)
2001-3000 cc	Class D	"	(8)
1501-2000 cc	Class E	"	(7)
1101-1500 cc	Class F	"	(6)
751-1100 cc	Class G	"	(5)
501-750 cc	Class H	"	(4)
351-500 cc	Class I	"	(3)
251-350 cc	Class J	"	(2)
Below 250 cc	Class K	"	(1)

(See Supercharging, below)

VEHICLES WITH ROTARY COMBUSTION (WANKEL-TYPE) ENGINES

According to the above classes, as calculated by the following FIA formula, viz. 1.5 times the volume determined by subtracting the minimum capacity of the working chamber/s from its/their maximum capacity gives the piston displacement equivalence (and hence the relevant class). (See para Supercharging below.)

VEHICLES WITH ELECTRONIC, TURBINE, OR STEAM ENGINES

Such vehicles are allotted to classes on a basis of unladen weight, viz.:

Up to 500 kg	Class 1
501 -1000 kg	Class 2
Over 1000 kg	Class 3

SUPERCHARGING

If the engine of a car includes a separate device for supercharging it, the nominal cylinder capacity will be multiplied by a factor of 1.7, and the car will pass into the class corresponding to the nominal volume thus obtained.

A supercharger is deemed to be:

- a device designed to produce and capable of producing positive (above atmospheric) pressure in the induction system of an engine throughout its operating range;
- any device which effects a measurable increase in the BMEP.

A dynamic air inlet for ducting air from the atmosphere into the engine intake shall not be considered as a supercharging device.

In competitions other than attempts on records, automobiles shall be classified as follows:

1st Category – Racing Cars

Australian Formula 2	Formula Brabham
Formula Ford	Formula Vee –
Formula Libre (in races) up to 1300, 1301-2000, 2001-3000, 3001-5000	
(In other speed events) as for Record classes, or as for races.	

2nd Category – Sports Cars

Up to 1300 cc	3001-5000 cc
1301-1600 cc	Clubman – up to 1300 cc only.
1601-3000 cc	

– Others

Up to 1300 cc	2001-3000 cc	4001-6000 cc
1301-2000 cc	3001-4000 cc	

3rd Category – Production Cars

Up to 1600 cc	2001-3000 cc
1601-2000 cc	3001-6000 cc

4th Category (Other Automobiles)

As may be specified in Regulations.

5th Category (Historic Cars)

As may be specified in Regulations.

NOTES: Organisers are permitted to amalgamate any adjoining classes, but not to use any other class limits than those stated for the relevant category or group.

In all International and National open competitions events shall be conducted only in accordance with the above categories, unless specific written authority is granted by CAMS to classify otherwise.

SCHEDULE A

ALL AUTOMOBILES SHALL, OF NECESSITY, COMPLY WITH THE FOLLOWING REGULATIONS FOR ALL COMPETITIONS:

- Comply with the definition of an automobile.
- Be fitted with some form of protection between engine and driver's compartment suitable and sufficient in the case of fire for preventing the escape of flame.
- Be so constructed that the driver is protected from the entry of foreign matter into the driving compartment from the road or road wheels.
- Be equipped with a transmission system so arranged that:
 - The propeller shaft and universal or cardan joints, passing through or beneath the passenger compartment, shall be under the floorboards, or fitted in tubes or casings; such floorboards, tubes or casings shall not be of a temporary nature, but shall be joined together and firmly fixed to the coachwork or chassis.
 - Any chains used in the transmission of power or driving any auxiliary component shall be effectively guarded.
- Be fitted so that all fuel tanks are vented externally to the bodywork.
- If not registered for use on public roads, have a steering column locking device removed.
- If required to be fitted with roll-over protection by the provision of these rules, be equipped with such protection only in accordance with the provisions of Schedule J.
- Unless specifically otherwise approved, use only Commercial fuel, as defined.
- Be fitted with windows (including windscreens) which if of other than glass, are clear, transparent and free of colouring; glass windows must not be obscured or tinted after production.
- Have displayed on the dashboard a valid CAMS registration label for the relevant competition (Races, Open Rallies and Off Road Events).
- Be fitted with safety harness or seat belts as prescribed in Schedule I.

the competition) of at least two litres (for cars of under 2000 cc) or three litres (for cars of over 2000 cc) except in Autocross, Rallycross and other events on unsealed surfaces, save however that Supplementary Regulations may require fitment for any particular event.

3. (Other than closed speed events) be fitted with a roll bar or roll cage and safety harness complying with such specifications as are determined by CAMS from time to time (see Schedules I and J). (NOTE: structurally unmodified fixed roof closed cars may compete in events other than National Open Race Meetings without roll-over protection.)

4. Be fitted with a fire extinguisher or fire extinguishing system in working order and of a type and capacity as specified in Schedule H as is appropriate.

5. Be so constructed that, in the event of any breakage, the tailshaft, its components or mountings shall be effectively prevented from striking the ground.

6. Be fitted with wheels which meet the requirement of specifications determined by CAMS from time to time (see Schedule E);

7. Be so constructed that any aerodynamic device fitted shall be in accordance with specifications determined by CAMS from time to time (see Schedule F).

8. Comply with any Supplementary Regulations for a specific event which require the fitment of locking or wiring devices adequate for the prevention of any loosening of any oil drain plug.

9. Be fitted with a scatter shield if required under the provisions of Schedule M.

10. On each throttle, whether butterfly, slide or other type, be fitted with a return spring which in the event of the throttle linkage becoming detached, will in all cases return each throttle to the closed position.

11. Be fitted with a double circuit braking system so arranged that the pedal normally operates on the four road wheels, and in the event of leakage at any point in the braking system, the pedal shall still control two wheels on the same axle. Provided that in "straight-line" sprint events, and in events exclusively for historic or vintage cars, braking systems operating on two wheels of the same axle shall be acceptable.

12. Be fitted with an operable reverse gear.

13. Be fitted with an exhaust system, the outlet pipe/s of which shall be directed either rearwards or sideways. If rearwards their orifices shall be between 100 mm and 450 mm above the ground and they shall not protrude by more than 150 mm beyond the rearmost portion of the car. If they are directed sideways, their orifices must be located aft of a vertical plane passing through the midpoint of the wheelbase. They may neither project in any way beyond the maximum width of coachwork nor terminate at a point more than 50 mm within the projected plan of the coachwork. Adequate protection shall be provided to prevent heated exhaust pipes from causing burns (not 1st category cars).

Notwithstanding the above requirements, cars registered for road use shall not, when competing in one-car-at-a-time speed events, be required to comply with the provisions of sub-sections 2, 3, 5, 8 and 9 of this Schedule.

SCHEDULE B

ALL AUTOMOBILES SHALL, OF NECESSITY, COMPLY WITH THE FOLLOWING REGULATIONS FOR ALL SPEED EVENTS:

- (If fitted with rear hinged bonnets and/or panels) be fitted with at least two independent fastening systems, of adequate strength and limited extensibility, which simultaneously hold the bonnets or panels closed.
- (If fitted with crankcase breather/s discharging to atmosphere) have fitted to such breather/s an oil trap container (which must be empty at the start of

SCHEDULE C

ALL AUTOMOBILES IN CIRCUIT RACES SHALL, OF NECESSITY, IN ADDITION TO THE PROVISIONS OF PRECEDING SCHEDULES A & B:

1. Be fitted only with laminated glass in any glass windscreen.
2. Be fitted with tyres which have not been retreaded, recapped, repaired or in any way re-conditioned; if tubeless racing tyres, shall have been fitted only to suitable rims; if tubeless touring tyres may be fitted only to rims classified as optimum sizes for the covers concerned (fitting of such tyres to so-called "permissible" or oversize rims is specifically prohibited); in all cases, shall be required to carry a manufacturer's speed rating appropriate to the type of automobile and competition concerned (see Schedule E).
3. Be fitted with bodywork which generally encloses (when viewed from above and each side) the chassis frame and basic mechanical elements, from the front of the automobile rearwards to the vertical plane immediately to the rear of the driver's seat. Provided that, in the case of a vehicle driven by a provisional licence holder, such further panel/s must be fitted as may be necessary to comply with the requirements of Schedule K, Article 2.
4. Be fitted with at least two (2) rear vision mirrors of which each must have a reflecting surface of at least 50 cm², and provide an unobstructed view to the rear of the car, save that, in automobiles with closed body-work (whether of sports or touring types), one such mirror shall be fitted internally and one externally;
5. Be fitted with a fuel tank as specified in Schedule N as is appropriate.
6. Be fitted with readily accessible towing eyes having an internal diameter of at least 40 mm; one each forward of the front axle and rearwards of the rear axle.
7. Be fitted with fuel lines only of metal, braided Neoprene, or other CAMS approved material.
8. In closed cars first registered with CAMS after 1st January 1980, and in which the relevant regulations permit the replacement of the driver's seat, be fitted only with such replacement seat which:
 - incorporates a head restraint
 - has no provision for mechanical adjustment of the rake of the squab
9. Where a seat is a separate entity to the structure of a vehicle and it is not supported by the structure, and where the standard seat mountings are not retained or the vehicle does not comply with the Australian Design Rules for seat mountings, the seat shall be mounted by not less than four 8 mm (5/16") bolts. Where they are affixed to the un-reinforced section of the floorpan, these attachment points shall be reinforced by the use of plates of not less than 75 mm x 50 mm x 3 mm (1/8" thick).
10. Be fitted with an exhaust system which emits sound which does not exceed 95 dBA measured 30 m from the track edge.
11. Be fitted with an effective and efficient muffler, which diminishes the sound of the engine's exhaust.

SCHEDULE D

Apparel

Races, Speed Events & Off Road Events

1. HEADGEAR

It is compulsory, in all races and other speed events and in other events where helmets are required, that drivers wear helmets of a standard design, construction and fitting approved by CAMS.

Helmets not marked as complying with the approved standard may be approved by CAMS under certain conditions.

All helmets must bear a CAMS approved label affixed by an authorised official.

Painting or use of solvents on helmets could be hazardous.

"Balaclavas" are recommended (though not mandatory) for drivers, especially those with long hair and/or beards, as are face masks.

In Kart races, it is compulsory for drivers to wear a full face helmet.

HELMETS

Helmets bearing any of the following marks are approved for use in racing, speed events, special stage rallies and other events where helmets are required, viz:

AS1698 — Australian standard. Not valid outside Australia.

Snell 1980 and 1985 — American standard. Valid to 1992.

SIS 88.24.11(2) (Sweden)

DS 2124.1 (Denmark)

SFS 3653 (Finland)

ONS/OMK (West Germany) — black on white, or black on blue labels only.

BSI BS2495 1977 plus amendments (Britain)

BS6658-85 Type A (Britain)

NF S 72 305 (France)

E22 European Economic Commission with 02 Series amendments.

Note 1: The only helmets permitted in all International events are:

SNELL "Special Applications" 1985 and 1990

BSI B6658-85 Type A, with flammability test.

Note 2: The FISA Safety Commission has confirmed that communication systems in helmets must have been tested with that model of helmet for standard assessment.

Any subsequent additions or modifications invalidate helmet certification.

Decoration of helmets is also potentially dangerous, and members are warned of the hazard of using paint on approved helmets.

Note 3: Drivers are cautioned against using helmets which have been damaged, or involved in accidents.

2. GOGGLES

Goggles or visors must be worn by drivers of open cars. Those with glass lenses of any kind are not acceptable. Lenses shall be of a plastic material, with high impact resistance, satisfactory optical qualities and complying with Australian Standard Specification AS 1609-1974, and bearing either the SAA mark or the CAMS-approval label.

Races

3. CLOTHING

In all circuit races and practice therefor, all drivers shall be required to wear approved clothing as follows:

(a) One piece overalls of an approved flame-resistant material, extending from wrists to neck to ankles, *together with*

(b) Heat-resistant underwear, extending from wrists to neck to ankles, and of a woollen or such other material as may be specifically approved by CAMS, *and*

(c) Socks of undyed wool or other flame retardant material, worn under flame resistant boots or shoes which completely enclose the feet. (Driving without such footwear is forbidden.)

(d) Gloves of recognised flame retardant material.

No apparel of flammable material (e.g. nylon or similar synthetics) may be worn in any race. Neither 2 piece overalls nor Proban treated material are approved.

Superkart Races and Practice

In all sprint kart races and practice, drivers must wear a one-piece abrasive resistant race suit, which is securely fastened at the wrists and ankles (or two-piece suits securely fastened at the waist). From 1.94 leather suits will be obligatory for all 250 cc class drivers.

Spring Kart Races and Practice

In all sprint kart races and practice, drivers must wear a one-piece suit, which is securely fastened at the wrists and ankles (a two-piece suit of leather, securely fastened at the waist is permitted). From 1.94 leather suits must be of CAMS/CIK approved design and manufacture.

In all Kart races and practice therefor, drivers must wear:

Footwear securely fastened that covers and protects the ankles.

Abrasive resistant gloves that cover and protect the hands and wrists (including the fingers).

Kart drivers may wear appropriate wet weather clothing, in addition to that specified, subject to the approval of the stewards. It is recommended that acoustic ear plugs be worn.

4. PIT CREW

All persons working on cars must wear shoes and socks, neck to ankle covering, and at least a short-sleeved shirt. On race day, pit crew must be neatly attired. Promoters are authorised to refuse entry to the pit area of people unsuitably dressed.

Rallies

No person may compete in any rally of Australian Championship, International or special stage status unless wearing, in other than transport stages, a properly fastened helmet of a model listed on the preceding page.

6. No person may compete in any open rally or any rally timed to intervals of less than 1 minute unless wearing shoes and socks, a shirt and with at least short sleeves, and clothing from neck to ankle.

7. It is strongly recommended that no apparel of flammable material (e.g. nylon or similar synthetics) be worn.

All Events

8. No driver shall participate in any competition unless wearing suitable and appropriate footwear. Prohibited are, for example, thongs, Roman sandals and high-heeled shoes.

Drivers shall continue to comply with the requirement of Rule 141 until such time as they leave their automobiles.

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MOTOR RACE WEAR

SCHEDULE E

Wheels and Tyres

The following requirements and parameters apply to all competitions.

1. RIM WIDTH

1st Category – Racing Cars

2nd Category – Sports Cars and cars complying with Clubman Sports 1300 Formula.

Where a steel centre is employed, the width of any rim attached thereto shall not exceed the following:

Cars up to 2000 cc capacity – and Clubman – 8½"

Cars over 2000 cc capacity – 10"

Otherwise unrestricted.

2nd Category – Other Cars

3rd Category – Touring Cars

(a) Where a steel wheel centre supplied by a vehicle manufacturer as original vehicle equipment is employed, any rim attached to such centre shall not be more than 2" wider than the rim originally fitted to such centre.

(b) Wheels and steel centres other than those supplied by a vehicle manufacturer as original vehicle equipment may not be widened.

(c) The absolute maximum rim width, regardless of wheel construction, shall be 10" for Sports Sedans, and as determined by vehicle mass for Touring cars.

2. TYRES

2.1 Tyres fitted to all rims shall be in accordance with the Tyre and Rim Association recommendations.

2.2 Tyres not listed in the Tyre and Rim Association Manual are to be subject to certification by the manufacturer as being suitable for the rim width concerned.

2.3 The tread wear indicators, as provided by the relevant tyre manufacturer will be the definitive method of determining minimum tread depth. At no time prior to any official practice or racing may the tread wear indicators be exposed or, in those cases where the tread wear indicator is a dimple in the tyre, worn below such indicator. This does not apply to the shoulder of the tyre where excessive wear may occur due to steering and cornering.

Tyres may be checked by an official in the marshalling area prior to the start of any practice session or race. Any vehicles found not to comply with these regulations may not be permitted on the circuit.

3. WET WEATHER TYRES

3.1 Clerks of Course may, after consultation with the Stewards and at an appropriate time announce that "un treaded tyres are not to be used until further notice".

3.2 As most un treaded racing tyres are not suited for other than dry tracks, scrutineers must ensure that (for circuit races and tarmac rally stages):

(a) On wet days only suitable tyres are used, this will exclude specialised dry tyres, unless they have been suitably modified.

(b) Tyres used are suitable for the weather and track conditions relative to the car's potential.

(c) That all tyres used or likely to be used are scrutinised (competitors too, must ensure that this is done).

(d) By checking, in the marshalling area, that late changes have not been made which render the cars unsuitable for use.

3.3 Championship and long distance races will be subject to special decisions. If a specific order is to be made, it will be that the race will commence on treaded tyres. Competitors would thereafter be free to change. This order will be made in respect of those races if:

(a) It is raining at the start, and the track is wet, or

(b) It is not raining at the start but the track is "running" with water over the greater part of its length.

3.4 In Formulae where a specific dry weather tyre and/or wet weather tyre are specified, the wet weather tyre may be used only under conditions (a) and (b) in paragraph 3.3 above.

4. CONTROL TYRES

Where specific tyres, otherwise known as control tyres, form part of a formula, those tyres are as much a part of the formula as is everything else which describes the car.

Specified control tyres may not be modified, other than by reduction of tread depth.

In all competition in which the car is entered under a specific formula, those control tyres must be used.

If the car is not competing in a particular formula, but only as a "racing car", then the race must be assumed to be for cars of Formula Libre, and control tyres are then not required.

MAXIMUM PERMISSIBLE RIM WIDTHS

Category	Vehicle	Maximum Widening Permitted		Max. Rim Width for Steel Wheels	Maximum Rim Width other than Steel Wheels
		Prod. Steel Wheels	Non-Prod Steel Wheels		
1	Racing F/Brabham	Unrestricted	None	8½" up to 2 000; 10" over 2 000	Unrestricted 16" max. complete wheel
2	Sport Cars	Unrestricted	None	"	"
Clubman	–	Unrestricted	None	8½"	Unrestricted
2	Other cars	50 mm (2 in.)	"	8½" up to 2 000; 10" over 2 000	10"
3	Touring Cars	50 mm (2 in.)	"	as determined by vehicle regulations	

SCHEDULE F

Aerofoils and Coachwork

The following are the CAMS (and F.I.A.) parameters regarding the fitting of aerofoils and other aerodynamic devices to cars.

1. For all vehicles (1st, 2nd, 3rd, 4th and 5th Categories) coachwork shall be deemed to include all external parts of the car which extend above the highest point of either the front or rear complete wheels (with tyres) with the exception of units definitely associated with the functioning of the engine or transmission and the roll bar.

Any specific part of the car which has an aerodynamic influence on the stability of the vehicle must be mounted on the entirely sprung part of the car and shall be firmly fixed whilst the car is in motion.

Neither the roll bar nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating vertical thrust.

All external projections swinging in a horizontal plane shall have a minimum radius of 15 mm. The leading edge of any aerofoil fixed to the front of the car shall not be sharp.

Switches for battery isolation and fire fighting equipment may project beyond the coachwork without infringing regulations.

2. 2nd Category vehicles shall comply with the following requirements (except for cars which comply with Sports Sedan Reg. 3.5(d), viz: the highest point of any forward-facing gap in the coachwork shall not be situated above a horizontal plane 800 mm above the lowest point of the entirely sprung structure of the car. The maximum width of the coachwork shall not exceed by more than 200 mm the maximum width between the two vertical planes tangent to the outer faces of the front/rear wheels.

3. 1st Category vehicles shall comply with the following requirements:

3.1 No element of coachwork may exceed in height a horizontal plane situated at 900 mm above the ground. Neither the roll bar nor any of the units associated with the functioning of the engine shall be

included. Measurements are to be taken with the driver on board.

3.2 Cars of a type registered at 1 January 1975, but constructed after 1 July 1975; and cars of a type not registered at 1 January 1975, but constructed after 1 January 1976; and cars registered at 1 January 1975, but which have subsequently been substantially varied; must all comply with the following requirements, viz.:

	F/Brabham	F2	FF
Maximum width ahead of front wheels	1500 mm	1500 mm	950 mm
Maximum width ahead of front wheels, above height of wheel rims	1100 mm	1100 mm	950 mm
Maximum width between front and rear wheels + deformable	1300 mm	1100 mm + 200 mm	950 mm
Maximum width behind rear wheels	1100 mm	1100 mm	1100 mm

Front overhang, max. 1000 mm

Rear overhang, 800 mm 1000 mm max (from centre of wheel/axle)

3.4 Wheels shall be external to the coachwork.

3.5 The cockpit opening giving access to the cockpit must have the following minimum dimensions:

Length: 600 mm

Width: 450 mm, maintained over 300 mm from the rearward point of the seat backrest towards the front. It must be able to be entered or left without it being necessary to open a door or remove a panel. Sitting at his steering wheel the driver must be facing forwards. Moreover, the cockpit must be so conceived that the maximum time necessary for the driver to get out does not exceed 5 seconds.

SCHEDULE G

Commercial Fuel

Unless specifically permitted otherwise, the only fuel to be used in competition is that described herein.

"Commercial fuel" is defined by CAMS as:

1. FOR ALL SPARK-IGNITION ENGINES (RECIPROCATING AND ROTARY)

A "motor" fuel produced by an oil company and currently distributed at roadside refuelling stations throughout the territory of CAMS. This shall include the normal "unleaded," "premium," "super" and "regular" motor fuels as well as gasoline complying with the recognised specification for 100/130 AVGAS, produced by an oil company and currently distributed for commercial use throughout the territory of CAMS.

(a) In all events in which the use of commercial fuel is mandatory such fuel must contain a maximum of 2% oxygen and 1% nitrogen by weight; the remainder

of the fuel consisting exclusively of hydrocarbons and not containing any alcohols, nitro compounds or other power boosting additives. Only air may be mixed with the fuel as an oxidant.

(b) Should a commercial fuel of higher octane rating than is marketed at the date of the publication of these Rules be produced, the oil company producing such fuel shall give notice to the CAMS by registered letter; such fuel, or its equivalent, may thereafter be used from a date 30 days after the mailing of such registered letter.

(c) Suppliers of fuel to entrants in any competition shall be required to send to the CAMS samples of such fuel at such times and in such quantities as the CAMS may decide, together with a declaration that such fuel complies with these Rules.

COMMERCIAL FUEL

(d) Nothing in the foregoing shall be deemed to prohibit the addition of water or a lubricant which does not increase the octane rating or specific heat content of the fuel.

N.B. Any other gasoline or petrol (e.g. Avgas 115/145) of higher rating than that specified is NOT permitted when "commercial fuel" is specified.

Liquefied Petroleum Gas (LPG) is not acceptable as Commercial Fuel. Nitrous Oxide is not permitted to be used under any circumstances.

2. FOR COMPRESSION-IGNITION ENGINES (RECIPROCATING OR ROTARY)

A hydrocarbon product derived from petroleum, and

conforming with British Standard 2869:1970 Class A1, with the exception of cloud point. The only permissible additive treatments shall be for oxidation or corrosion control or lubricity. Additives to improve the ignition quality of the fuel are not permitted.

3. FOR TURBINE ENGINES

Kerosene used by commercial aviation companies for turbo-propeller or jet engines.

Note 1: For Touring Cars, only Pump Super fuel is permitted; for Series Production Cars, only unleaded fuel is permitted. The specification for each is available from CAMS.

Note 2: Liquefied Petroleum gas (LPG) is not "Commercial Fuel".

SCHEDULE H

Fire Extinguishers

(not applicable to Karts)

1. All racing cars of Formula Brabham and Formula 2 when competing in circuit races only shall be required to be fitted with a fire-extinguishing system of at least 5 kg extinguishant capacity, at least half of which must be placed forward of the engine, but aft of (i.e. to the rear of) the foremost pick-up points of the front suspension.

The system must include a manual triggering device, operable by the driver on board or by a helper outside the vehicle, and the location of which must be indicated by a letter E in a red circle. The direction of the outlet/s of the extinguishant is free.

The operating system must be designed so that even if the battery of the car is inoperative, the extinguisher will still function.

2. In other than circuit races, all cars mentioned in 1. (above) and in all competitions, all other Category 1 vehicles, must be equipped with at least a fire extinguisher as required in .3 (below).

3. All vehicles of the 2nd, 3rd, 4th and 5th Categories in all speed events must be equipped with a fire extinguisher which complies with the following conditions and is properly fitted at a suitable location:

(a) it must comply with either of the Australian Standards 1846 or 1848;

(b) it must be of at least 900 g capacity.

The fitment of a CAMS-approved "on-board" extinguishing system shall be acceptable as an alternative to the fitment of a separate extinguisher.

SCHEDULE I

Safety Harness

(not applicable to Karts)

1. Safety harness shall comply at least with the requirements of AS 2596 (AS E35) and must be fitted and worn as required by vehicle and event regulations.

2. In all vehicles in which a roll bar/cage is required to be fitted, there shall be fitted a full harness, consisting of at least a lap strap and two-strap shoulder harness, fitted with a single buckle and of which each component complies at least with the requirements of AS 2596 (AS E35). The harness must be securely mounted on at least three points; the shoulder straps mounted behind the driver must be above a line drawn downward from the shoulder at an angle of 40° to the horizontal. If the two shoulder straps join prior to a common mounting point then that junction shall be at least 150 mm behind the driver's neck.

3. In closed cars which are not required to be fitted with a roll bar or cage, a seat belt of the full harness type (as described in 2.), or a lap-sash type, must be fitted and worn by the driver. Each component must comply at least with AS 2596 (AS E35).

4. In all cases of mounting the following must be observed:

(a) Floor mounting points must be reinforced with a plate of at least 75 mm x 50 mm on the underside of the body.

(b) Full harness rear mounting points must be to a substantial part of the vehicle's structure, reinforced as may be appropriate.

(c) On production cars, the original mounting points may be satisfactory.

5. In races all cars of 1st category and sports cars (Group 2A) must be fitted with a 6 strap harness which incorporates a crutch restraint. It is recommended that all cars derived from series production Touring cars be fitted with such 6 strap harness.

6. Seat belts of cars involved in any accident must be inspected by a Scrutineer at the relevant meeting. If appropriate, the vehicle Log Book will be endorsed with a requirement that the belts be replaced. The Scrutineer at the car's next meeting must satisfy himself that the replacement has been made.

Roll Over Protection (New Regulations)

1. ROLL OVER PROTECTION IS REQUIRED AS FOLLOWS:

- 1.1 **Race Meetings** – all cars, except those in competitions exclusively for 5th Category (Historic) cars other than Group N.
- 1.2 **Open Speed Events** – all cars, except bodily unmodified fixed roof closed cars, those of the 5th Category, or those cars which are road registered.
- 1.3 **Closed Speed Events** – not required.
- 1.4 **Off Road Events** – see vehicle regulations.
- 1.5 **Rallies** – all cars in International, Australian championship and special stage events.
- 1.6 **Other Events** – as stipulated in the relevant supplementary regulations, or relevant vehicle regulations.
- 1.7 **Races other than International and National Open** – not required on bodily unmodified closed cars of steel construction. Vehicles fitted with after-market sunroofs require roll over protection.
- 1.8 **Karts** – not required.

2. DEFINITIONS

2.1 Half Cage

A structural framework comprising a single main roll bar hoop, braces and mounting arrangements as specified.

2.2 Safety Cage

A structural framework designed to prevent substantial body deformation in the case of a collision or of a car turning over. These must consist of a main roll bar hoop and a front roll bar hoop, or of two longitudinal roll bar hoops, their connecting members, back stays and mounting points.

2.3 Main Roll Bar Hoop

A structure consisting of a near-vertical frame or hoop located laterally in a vehicle near or immediately behind the front seat.

2.4 Front Roll Bar Hoop

Similar to the main roll bar hoop; however its shape follows the windscreen pillars and the top windscreen edge.

2.5 Longitudinal Roll Bar

A structure based on two near vertical frames or hoops located along right and left sides of the vehicle.

2.6 Longitudinal Member

A longitudinal tube which is not part of the main, front, or lateral roll bars, for example the back stays.

2.7 Diagonal Member

A tube located diagonally in any plane of a roll cage to increase the rigidity of the top corner of the main roll bar hoop. Usually located in the Main Roll Bar Hoop.

2.8 Framework Reinforcement

Reinforcing members, gussets or webbing fixed to the roll cage to improve its strength.

2.9 Reinforcement Plate

Metal plate welded to the bodyshell or chassis structure under a roll bar or diagonal member

mounting foot to spread load into the chassis/bodyshell of the vehicle.

2.10 Mounting Foot

The plate welded to a roll bar member and designed to be bolted on the reinforcement plate.

2.11 Removable Members

Structural members of a safety cage which may be removed by the use of tools.

3. SPECIFICATIONS

3.1 General Comments

Safety cages must be designed and constructed so that, when correctly installed, they substantially reduce bodyshell deformation under collision or roll over conditions.

The essential features of a safety cage are sound construction (designed to suit the particular vehicle) adequate mountings and a close fit to the bodyshell.

Tubes must not carry liquid.

All members must be of ferrous material.

The safety cage must not unduly impede the entry exit of the driver and/or co-driver.

Elements of the safety cage may intrude into the occupant's space in passing through the dashboard and front side trim, as well as through the rear side trim and rear seats.

In order to achieve an efficient mounting of the safety cage to the bodyshell, the original interior trim may be locally modified in the area where the safety cage or its mountings is located, by cutting the interior trim away or by distorting the trim. However, this modification does not permit the removal of complete parts of upholstery or trim, with the exception of grab handles or sun visors, unless otherwise provided for in the relevant regulations. Where necessary, minor accessories not related to the performance of the vehicle may be relocated to enable a safety cage to be fitted.

It is prohibited to fit any longitudinal member in a position where it is angled forward towards the floor pan from any point higher than the floor. An exception to this will be made for all Category 1 cars and Open Category 2 Sports Cars, where it may be more appropriate for the longitudinal members to face forward rather than rearward. In the case of closed Category 2 Sports Cars, forward facing struts may be approved by CAMS subject to the accessibility to the driver not being impaired.

3.2 The main roll bar hoop shall be placed behind the driver from one side of the car to the other (usually in the vicinity of the B Pillar).

With the driver seated in the normal position, the hoop shall:

- (a) be not less than 50 mm above the driver's head when fitted with a helmet (open vehicle);
- (b) in conjunction with the vehicle's structure, not leave unprotected any part of the driver's profile, including shoulders, when viewed from the front or rear;
- (c) not overhand, but be within 150 mm of the driver's helmet; and
- (d) in closed cars, be placed as near as possible to the roof in order to limit its crushing in the event of overturning.

3.3 Front seat access must not suffer undue interference by the fitting of roll over protection. No encroachment upon the space reserved for the driver

and the front seat passenger is permitted, other than for the legs of the front hoop.

3.4 Rear passenger space may be encroached upon by the elements of roll over protection and elements may pass through the rear seat upholstery.

3.6 Configuration

- For alternative locations of the diagonal member (where compulsory), see Drawings 1-3.
- Any number of optional reinforcement members may be used separately, or combined with others; see Drawings 4-15.

4. TECHNICAL SPECIFICATIONS

4.1 Main Hoop, Front Hoop and Longitudinal Roll Bars

All frames/hoops must be made in one piece without joints. Their construction must be smooth and even, without ripples or cracks. In close cars, the vertical part of the main roll bar must be as straight as possible and fit as close as possible to the interior contour of the body shell.

The front leg of a front roll bar or of a longitudinal roll bar must be straight, or if that is not possible, must follow the windscreen pillars and have only one bend with its lower vertical point.

Where a main roll bar forms the rear legs of a longitudinal roll bar (see Drawing No. 2) the connection to the lateral member must be at roof level.

In order to achieve an efficient mounting to the bodyshell, the original interior trim may be locally modified around the safety cage and/or its mountings by removal or distortion. This modification does not permit the removal of complete parts of the upholstery or trim.

4.2 Mounting of the Safety Cage to the Body Shell

The minimum number of mountings are:

- 1 for each leg of the main or longitudinal roll bar,
- 1 for each leg of the front roll bar,
- 1 for each back stay (see Article 4.3).

Each mounting foot of the front, main and longitudinal roll bars must be attached to a reinforcement plate by at least three bolts.

Each mounting foot must be in contact with a reinforcement plate over its entire area and must be at least 3 mm thick and of at least 120 sq cm area for the main roll bar, and at least 90 sq cm area for the front roll bar.

Bolts must be of at least 8 mm diameter and of ISO Standard 8.8 or superior.

All fasteners must be self-locking or fitted with spring washers. In addition to these minimum requirements extra fasteners may be used, or the roll bar i.e. mounting feet may be welded (in addition to the bolts) directly to reinforcement plates (which are in turn welded to the body shell). Safety cage members must not be welded direct to the body shell without a reinforcement plate and mounting foot.

4.3 Reinforcement Plates

Reinforcement plates are compulsory and must be welded to the bodyshell at (at least) the points where the front, main and lateral roll bar mounting feet meet the chassis/bodyshell. They must be at least 3 mm thick, and of at least 120 cm² area.

The requirement for reinforcing plates does not apply to back stays.

4.4 Back Stays

Back stays are compulsory. They must be attached to the main roll bar hoop near the roof line and near the top outer bends on both sides of the car; be situated at an angle of at least 30 degrees to the vertical; be straight and as close as possible to the interior side panels of the bodyshell.

The material, specifications, diameter and thickness must be as defined in Article 5.

Each back stay must have a mounting plate, which must be secured by at least 3 x 8 mm diameter bolts, and be at least 60 sq cm in area (see Drawings No. 17-22).

It is permitted to attach a back stay by a single bolt in double shear, provided it is of adequate section and strength (see Drawing No. 24) and provided that a sleeve is welded into the back stay.

4.5 Diagonal Members

At least one diagonal member must be fitted for racing, open speed cars, and international rallies. Their location must be accordance with Drawings 1-3, and they must be straight, not curved.

The attachment points of the diagonal members must be so located that they minimise the possibility of injuries to occupants.

They may be made removable but must be in place during events.

The lower end of the diagonal must joint the main roll bar or back stay no further than 100 mm from a mounting point. The upper end must join the roll bar hoop no further than 100 mm from the junction of the back stay joint, or the back stay not more than 50 mm from its joint with the main roll bar hoop.

Their material must be so specified in Article 5.

Diagonal members fixed to the bodyshell must have reinforcement plates as defined in 2.9 above.

4.6 Optional Reinforcement of the Safety Cage

The diameter, thickness and material of reinforcements must be as defined in Article 5.

They may be welded in position or installed by means of demountable joints.

Reinforcement tubes must not be attached to the bodyshell.

4.7 Transverse Reinforcing Members

The fitting of two transverse members as shown in Drawing 5 is permitted. The transverse member fixed to the front roll bar must not encroach upon the space reserved for the occupants. It must be placed as high as possible, but its lower edge must not be higher than the top of the dashboard.

4.8 Door Bars (Side Anti Intrusion Bars)

It is strongly recommended that longitudinal members are fitted at each side of the vehicle. (See Drawings 5, 6, 10 and 15). They may be removable. The side protection must be as high as possible, but not higher than 1/3 of the total height of the door, measured from its base, and should be inclined downwards toward the front of the vehicle.

4.9 Roof Reinforcement

Reinforcing the upper part of the safety cage, by adding members as shown in Drawing No. 7, is permitted.

4.10 Reinforcement of Bends and Junctions

The reinforcement of the junctions of the main roll bar

and the longitudinal members with the front roll bar is permitted, as shown in Drawing No. 8.

The ends of these reinforcing tubes must not be more than one third of the distance down or along the members to which they are attached.

4.11 Protective Padding

Where the occupants' bodies or their helmets could come into contact with the safety cage, it must be covered by high density non-flammable padding.

4.12 Removable Members

Should removable members be used in the construction of a roll cage, the demountable joints must comply with or be of similar design to Drawings 23-30.

The fasteners must be at least 8 mm diameter, and of ISO Standard 8.8, or superior.

It should be noted that detachable joints must not be used as part of a main, front or longitudinal roll bar.

Their use is solely for attaching members to the roll bars and for attaching a longitudinal roll bar to a main roll bar (see Drawing No. 2). In this case, hinged joints illustrated in Drawings 24 and 27 must not be used.

4.13 Guidance on Welding

All welding should be of highest possible quality with full penetration, preferably using a gas shielded arc (e.g. MIG, TIG). Although good external appearance of a weld does not necessarily guarantee its quality, welds of poor appearance are never a sign of good workmanship.

When using alloy steels which require heat treatment, the specific instructions of the manufacturer must be followed.

It must be emphasised that the use of heat treated or medium carbon steel may cause problems and that high performance alloy steels requiring heat treatment may not, in practice, increase the ultimate strength of the structure owing to fabrication and welding processes causing brittle heat affected zones, or inadequate ductility.

5. MATERIAL SPECIFICATION

For all members of safety cages, the steel tube shall be round in section of minimum sizes as set out below.

Specifications of material to be used:

Minimum Material: Cold drawn seamless carbon steel or electrical resistance welded steel tube to Australian Standard 1450-1983.

Minimum Yield Strength: 250 N/mm²

Minimum Tube Dimensions:

Main Hoop 45 x 2.5 mm or 50 x 2.0 mm

Other Members 38 x 2.5 mm or 40 x 2.0 mm

Note that these dimensions represent the minimum allowed.

In selecting specifications are based on the use of normal mild steel and taking into regard the good elongation and welding properties thereof.

The tubing should be bent by a cold working process and the centre line bend radius must be at least three times the tube diameter.

If the tubing is ovalled during bending, the ratio of most not be less than 0.9 (COS) or 0.7 (ERW).

6. EXCEPTIONS

A safety cage manufacturer may submit the design for a safety cage of its own design to CAMS for approval, regarding the quality of steel used, dimension of tubes, optional reinforcing members and mountings to the vehicle, provided that the construction is certified by an authorised engineer to withstand forces given hereafter viz:

- 1.5 w lateral
- 5.5 w fore and aft
- 7.5 w vertical

(w = weight of car plus 150 kg)

This then comprises a "free concept safety cage".

Where a free concept safety cage is utilised, a homologation certificate, approved by CAMS, must be presented to the scrutineers at each event. It must contain a drawing or photo of the safety cage in question declaring that the roll cage can resist the forces specified above.

Such homologated safety cages must not be modified in any way.

For further details, contact CAMS National Office - Technical Division.

7. FISA HOMOLOGATION

FISA suggests that each car manufacturer recommends a type of safety cage complying with FISA standards, as defined above.

This safety cage must be described on a homologation extension form and presented to FISA for approval.

The safety cage may not be modified in any way once approval has been granted.

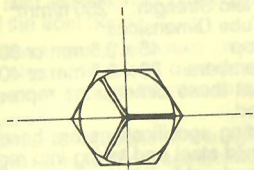


Fig 1
Bolt Identification
Grade 5 Head Marking.
U.T.S. 536 TON/in.²
Threads to A.S. B18.2.

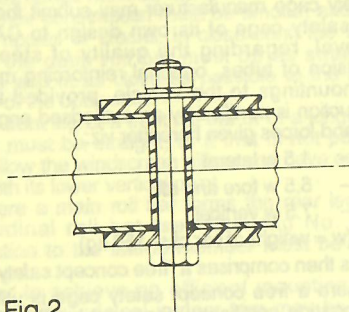


Fig 2
Method of Reinforcing
a Box Section

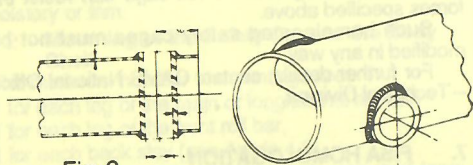


Fig 3
Method of Sleeving
a Hoop or Brace

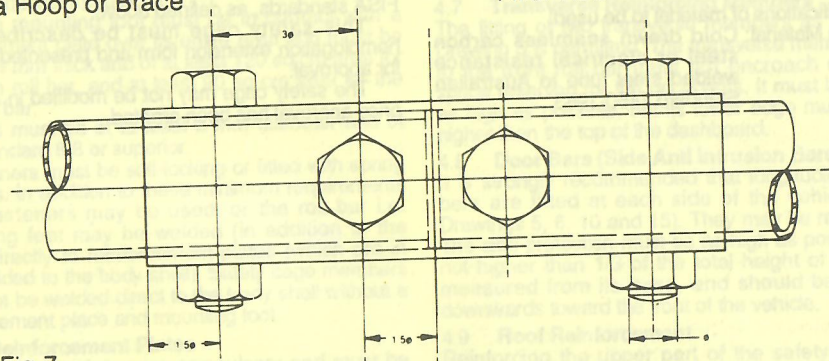


Fig 7
Muff Connection

12.0 mm (Tube < 40.0 mm O.D.)
14.0 mm (Tube ≤ 40.0 mm < 50.0 mm O.D.)
16.0 mm (Tube ≤ 50.0 mm O.D.)

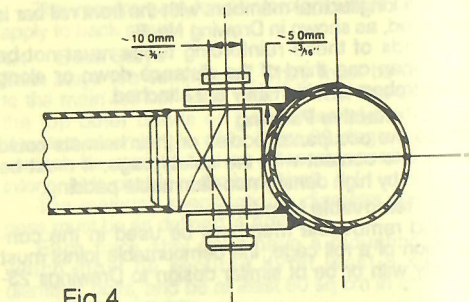


Fig 4
Twin Lug Connection

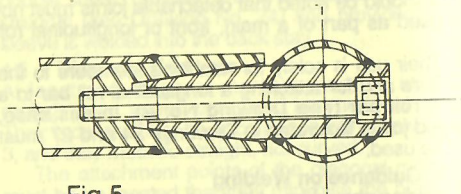


Fig 5
Tapered Connection

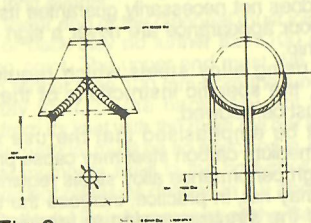


Fig 6
Mat'l & Wall Thickness.
Mild Steel; 3.0 mm min.
CAMS Approved Alloys only.
Alloy Welding: 5% Magnesium
Filler Rod

drawings by Robt. Vale.

Markings on Automobiles

1. NUMBERS

1.1 Competition numbers carried on automobile in accordance with Rule 147 in speed competition shall comply with the following requirements:

- (a) the number shall be carried in such manner that in the opinion of the Chief Timekeeper it is clearly visible from both sides and the front of the automobile;
- (b) on cars of 2nd and 3rd category, the number must be displayed on the front doors. On 1st Category cars, the number must be displayed alongside the cockpit or if physically possible, on the end plates of the rear wing;
- (c) the number shall be either white on a black background or black on a white background. The background for the number must be either a disc or rectangle in a colour contrasting with the colour of the coachwork.

1.2 Numbers must be of the style known as "Tempo heavy condensed", viz.:

1 2 3 4 5 6 7 8 9 0

(a) on 1st Category and Sports cars, the minimum height of the figure shall be 230 mm and the minimum width of the line in each figure at least 40 mm. The background shall be at least 450 mm wide by 310 mm high;

(b) on all other cars, each figure must be at least 280 mm in height, and the width of the line in each figure must be at least 50 mm.

1.3 No part of any numeral shall be closer than 40 mm to any part of the adjoining numeral, or to any part of the edge of the background; and no part of the competition number shall be closer than 160 mm to any part of other signs permitted hereunder.

1.4 Above or below the background, a surface having the same width as the background (in any case at least 450 mm wide on 1st Category and Sports cars and 500 mm on other cars), and of a height of at least 120 mm, shall be left free of advertising to be used at the discretion of CAMS, which may use it for advertising purposes, or which may delegate to the organisers authority to use that space. On cars on which such an area is not available due to coachwork limitations the competitors shall keep free of any advertising an equivalent surface in the immediate vicinity of the background.

1.5 Competition number "1" is reserved exclusively for the current Australian champion driver in each applicable category. The champion driver may elect not to use number one, and in such eventuality it would be withheld for the appropriate period.

1.6 "Zero" alone is not permitted to be used as a number.

2. PROVISIONAL LICENCE HOLDERS

In any race (other than those for Karts) automobiles driven by the holders of Provisional Licences for Drivers shall carry, mounted so that they are clearly visible from the rear of the automobile at a distance of 100 m in daylight, a plate carrying the capital P, in red on a white background, basically similar in size and design to those approved by Australian authorities for civil probationary or provisional drivers.

3. OTHER SIGNS

3.1 Signs or advertisements displayed upon automobiles in accordance with Rule 155 shall comply with the following requirements:

(a) No sign or advertisement shall be permitted on any windscreen, side or rear window, or, other than the competition number, above a line joining the upper level of each of these. Notwithstanding the provisions of this sub-paragraph, it shall be permitted to display signs on the top of the windscreen: on a background free as to colour and depth subject to the lettering and devices being placed within the upper 200 mm of the windscreen surface; and on the rear window of closed cars: on a background strip located within the upper 85 mm of the top of the glass, provided that it does not interfere with the visibility of the driver.

(b) No sign or advertisement shall be permitted within 100 mm of the background area of a competition number, or within 160 mm of the number itself.

3.2 No sign shall be permitted to contain any Arabic numerals, unless such sign comprises the name of a Club affiliated with CAMS; or forms part of a registered trade mark; or being a telephone number is displayed on a rearward facing coachwork panel. In the case of cars competing in road events, Arabic numerals may be displayed subject to them being not greater than 100 mm in height, not located on either front door of the car, and otherwise complying with the requirements of this part of Appendix C.

3.3 No sign or advertisement shall be permitted to be indecent or in breach of good taste; the Clerk of Course at any meeting shall be authorised to refer to the Stewards any sign which he deems to be contrary to the requirements of this paragraph and the Stewards' decision thereon shall be final in respect of that meeting.

3.4 Registration labels and official number-plates shall not be deemed to be advertising with regard to this Appendix.

3.5 In International competitions, there shall be displayed on both front mudguards a facsimile of the national flag of the driver/s, as well as the names of the driver/s. The minimum height of both flags and names shall be 40 mm.

3.6 In each of the Sports Sedan, Production Car and Touring Car Championships, the driver/s surname/s must be displayed on the lower edge of each rear-most side window, in letters of uniform style, 100 mm height, white in colour, and without background, using a capital for the first letter of the name, and lower case for all other letters.

4. LETTERINGS

The lettering of all numerals and letters in all signs referred to in this Appendix and these Rules shall be carried out in a neat, regular and professional manner. Scrutineers may order the relettering of any sign or part of a sign, etc., which in their opinion fails to comply with the requirements of this paragraph.

5. TRADE MARKS

5.1 Arabic numerals where they form part of a registered trade mark may be used subject to the foregoing, and the following additional requirements:

- (a) on the sides of the car no part of the numeral shall come within 120 mm of a competition number.
- (b) shall be no larger than and of a colour contrasting with the competition number.

5.2 The above notwithstanding, the chief time-keeper may direct the removal of such numbers from the side of the car presented to the timing box, if in his opinion the presence of the numerals could prejudice the operation of the timing and lap scoring.

6.3 Organisers may make no other requirements as to signs on the sides of cars.

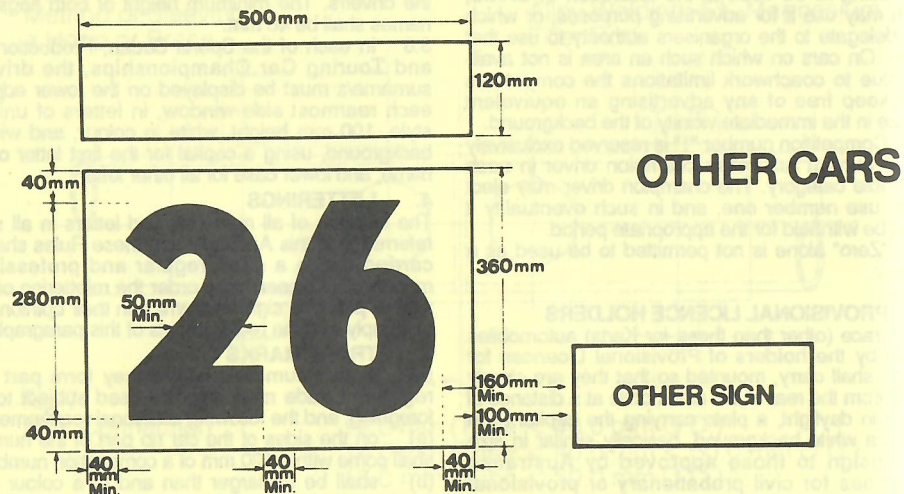
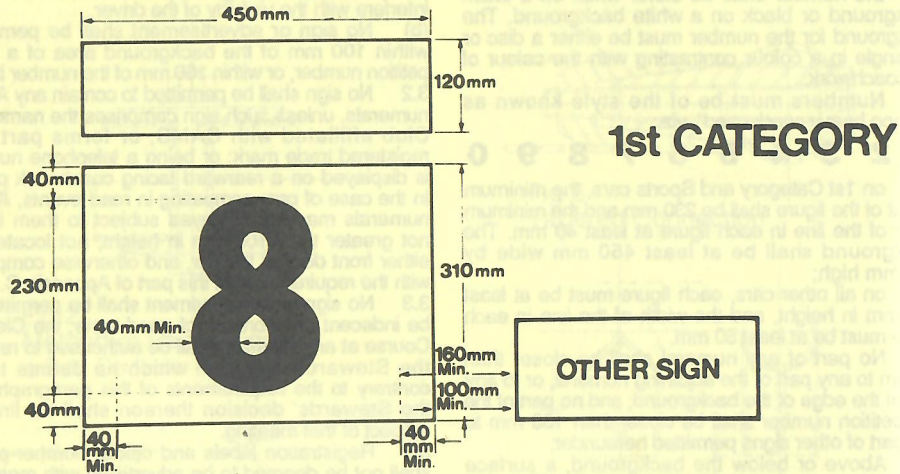
6. SPONSOR REQUIREMENT

6.1 In all races, sponsors and/or promoters may make no requirements or prohibitions (regarding signs) binding on entrants.

6.2 In National Championship rallies, an area 450 mm wide x 600 mm high must be reserved on each front door for the organisers' signs.

7. VARIATION

Notwithstanding the requirements of this part of Appendix C, the Secretary General of CAMS shall have discretion in approving any sign not in conformity therewith, provided it is deemed to be a public service and/or beneficial to the sport; and in respect of numbers, on condition that artwork of the proposal is submitted, and if permitted, that a fee of \$500 be paid.



Vehicle Log Books

1. The production of a properly entered Vehicle Log Book issued by CAMS is as required by Rule 150. Failure to present such Vehicle Log Book when the relevant vehicle is presented for scrutineering may involve exclusion from the relevant competition of the vehicle concerned. The Chief Steward may however permit the vehicle to practise upon lodgement of a bond of \$60, \$30 of which will be refunded upon production of the relevant Log Book prior to the competition. Should the relevant Log Book not be produced prior to the competition for whatever reason the bond will be forfeited in full and the vehicle will not be permitted to compete save upon the authority of the Stewards, and subject to whatever conditions they may impose.

It shall be required that, if a vehicle competes at a meeting in respect of which the possession of a Log Book is not required, and such vehicle nevertheless is the subject of a Log Book, then the Log Book shall be presented at such a meeting.

2. The Vehicle Log Book shall contain a description and specification of the automobile to which it refers, together with such other information as may be from time to time required by CAMS. Only one Log Book shall be issued for each vehicle (other than by way of extension or replacement), and the possession of two Log Books for any vehicle at one time shall be deemed an offence against these Rules.

3. CAMS will issue a Vehicle Log Book only upon written application signed by the bona fide owner of the relevant automobile, and upon payment by such owner of a fee as stated in Appendix R to these Rules.

4. Notwithstanding the issue by CAMS of such Vehicle Log Book the said Log Book shall be deemed invalid if:

- (a) the specification therein, or any of them, are found upon examination by a scrutineer to differ from the specifications laid down in the relevant vehicle's Homologation or Recognition Certificate, or (in the event that such Certificate is not available for whatever reason) from the specifications laid down for the make and model concerned by the relevant manufacturer (3rd Category vehicles only); or
- (b) the automobile is found, upon examination by a scrutineer, to differ from the specifications stated in the Vehicle Log Book;

and the presentation of the automobile for scrutineering under either of the contingencies foreseen in subparagraphs (a) or (b) of this paragraph shall be deemed a prima facie breach of these Rules, and punishable accordingly.

5. Amendments to the Vehicle Log Book shall be made only by CAMS and upon the completion of a written application by the bona fide legal owner of the automobile concerned.

6. Any alteration to the specifications of an automobile, or any change in its bona fide legal ownership, shall necessarily involve the return of the relevant Vehicle Log Book to CAMS for the recording of each alteration or change.

7. Entries in Log Books may be made only by the Chief Scrutineer or his deputy; or a Steward of the meeting; or a person specifically appointed by CAMS to the task of scrutineering for eligibility; or a permanent employee of CAMS. Such endorsements may be cancelled or noted as having been complied with, only by any of the above persons.

8. Any person or body competing, or offering or attempting to compete, in any competition for which a valid Vehicle Log Book is required while not in possession of a relevant and valid Vehicle Log Book shall be liable to penalties under these Rules; or having so competed shall be excluded from the results of such competition without prejudice to the infliction upon him of further penalties under these Rules.

9. Any official of a meeting who, under any pretext, permits the competition of any automobile known by him to be ineligible, or reported to him by the relevant official/s as being ineligible, shall be liable to serious penalties under these Rules, without prejudice to the infliction of further penalties upon the entrant and/or driver of such automobiles (see Rules 169(x), 172(iv), 177, 183(ii), 183(iv)).

10. Measurements taken by scrutineers approved by CAMS shall be deemed to be accurate, and no protest shall lie in respect of the methods employed by such scrutineers in taking such measurements, scrutineers being Judges of Fact in this context (see Rule 181(i)(c)).

EXPLANATORY NOTE:

The Log Book serves as an identification for the car, and a means of communication from one competition to the next. It also records the vehicle's ownership.

The Log Book is prima facie evidence of the car's eligibility for a particular category or group. It is not a certificate of compliance.

Any vehicle may compete in any category or group for which it is eligible. Thus a car which is the subject of a Touring Car Log Book, perhaps referred to as Group 3A, is prima facie eligible for a Sport Sedan competition as is for example a Series Production Car (commonly called Group 3E).

Similarly, each of these cars referred to is eligible for a Sports Car race. Generally speaking, cars which by their Log Book appear to be acceptable in a more restrictive group or formula are eligible for a less restrictive group or formula. One exception is that a Series Production Car may not be eligible for a Touring Car competition.

5th Category – Historic Cars

- Group J – Vintage Cars – pre 1930
- Group K – post Vintage Thoroughbred Cars (1931 -1940)
- Group L – Historic Racing & Sports Cars (1940- 1960)
- Group M – Historic Racing and Sports Racing (1961-1965)
- Group N – Saloon Cars (pre 1965)
- Group O – Historic Racing & Sports Racing Cars (1966-1969)
- Group P – Formula 5000 Racing Cars (pre 1978)
- Group Q – Historic Racing and Sports Racing Cars (1970-1977)
- Group S – Production Sports Cars (1941-1969)

PREAMBLE

1 The following definitions and general requirements governing Historic cars are recorded to facilitate the organisation of competitions and meetings in which such cars are involved.

2 Events for vehicles within the 5th category may be programmed to cater for –

- i) Group racing – specific individual groups within the category, or
- ii) Combined group racing – a combination of several specific individual groups, or
- iii) Divisional racing – a combination of vehicles from any of the Individual groups with eligible vehicles selected on the basis of their perceived compatibility in performance potential. Any number of events of this type may be programmed at any one meeting to divide the overall entry into compatible performance divisions.

Engine capacity classes may be incorporated in any of these types of events or an overall engine capacity limitation placed on any event. It would generally be preferred that engine capacity limitations selected be consistent with those commonly in use during the relevant period.

No specific limitations are imposed on vehicle combinations which will be permitted in combined group or divisional events but fields should consist of vehicles which are generally compatible in performance potential.

CAMS will hold the absolute discretion to disallow any proposed vehicle combinations which it considers might create safety hazards arising from speed differentials or visibility problems. It would for example not generally be appropriate to combine events for Groups P and Q with those for earlier vehicles because of the speed differential involved or to combine events for Group N with other groups because of potential visibility problems.

Within any group or combined group events, it will be permissible to include by invitation individual vehicles from other groups where such action is considered desirable to achieve the most performance-compatible field. Where such action is taken consideration in the programme should be made to record the subject vehicles' correct group classification and the event should be described in the programme as including vehicles from other groups by invitation.

When programming combined group or divisional events consultation with the State member of the Historic Car Eligibility Committee is encouraged to assist determination of the most compatible mix of vehicles.

1.3 The express purpose of these regulations is to ensure that cars in the various groups compete in a condition, mechanically and visually, compatible with the period of racing being portrayed. "Updating" in whatever form, is not condoned. CAMS reserves the right to reject any vehicle which it considers not within the spirit of these regulations. Cars must conform with the appropriate Group date specification in concept and in detail. Where any doubt exists between Historic regulations and the original period specification, the latter will take precedence.

1.4 CAMS, in its absolute discretion, reserves the right to accept or reject any car for Historic classification. The issue of all Log Books must be firstly authorised by CAMS Head Office. A central register of Historic cars in all groups is maintained.

Before commencing construction work, or before acquiring a car, owners must consult the Historic Eligibility Officer regarding eligibility of the said vehicle.

1.5 CAMS reserves the right to classify, withdraw classification, or re-classify a car to a group which in its absolute discretion CAMS believes it conceptually belongs.

1.6 CAMS may approve re-creation of significant cars which have been destroyed under the following conditions:

- i) There may be only one re-creation.
- ii) Approval of CAMS in principle must be sought prior to commencement of the project. It should be noted that this does not in itself guarantee the registration of the vehicle which shall always be the subject of inspection and approval when completed.
- iii) There must be justification for the project, i.e., it must be a significant car.
- iv) Only a faithful re-creation will be considered.

1.7 Three-wheeled cars participating in events exclusively for Historic cars are exempted from NCR 12.

1.8 The original style of paintwork and livery is encouraged. No advertising matter is permitted unless evident in the applicable Group period (see also Article 6 of Group N).

1.9 Additional information and advice is provided in the Historic Racing Guide which is available from CAMS Offices.

2. GENERAL

2.1 Safety

Cars in all Historic groups – while competing in events specifically limited to such cars – are exempted from CAMS requirements in respect of fire extinguishing systems (but not fire extinguishers) scattershields, roll-bars (except Group N), safety-harness, minimum coachwork, towing eyes, and fire-walls (although the fitment of these devices is in some cases desirable), and safety fuel tanks. These exemptions will not be applicable to any vehicle which was originally equipped with any of the above mentioned equipment or design features.

Concerning roll bars, Historic cars (except Group N) are subject to the following possibilities, viz.:

- a) No roll bar (unless the car was originally equipped with one).
- b) A roll bar to the Group period specifications.
- c) A roll bar complying with Schedule J.
- d) A roll bar specifically approved by CAMS.

2.2 Fuel

The specific requirements for each group will be found in the relevant Regulations. It is recommended that cars using alcohol fuels (where permitted) also carry a symbol in the form of the letter "A" in white on a red circle of approximately 115 mm diameter (with a white border). This symbol should be placed adjacent to the racing number on each side of the car, and at the fuel filler cap.

2.3 Terminology:

The term "style", where used in relation to wheels, refers to Sankey, wire, cast, steel centre, etc.

By "original" is meant a component which is in all respects identically similar to that originally fitted, is produced by the manufacturer who produced the original component(s), and is indistinguishable from it in all respects.

By "period" is meant the applicable Group period of the vehicle in question.

2.4 Supercharging:

Cars in this category fitted with superchargers are not subject to the 1.7 factor as to displacement.

2.5 Competition Numbers:

Groups J, K, L(b) & L(c) are exempted from the requirements as to background specified in Schedule K Applications for exemption may be made in individual cases for other cars where the specified car competed in such visual form during the group period.

2.6 Motor Cycle Tyres:

A selected list of motorcycle tyres is permitted for use on Groups J, K and L cars provided they are fitted to the correct width and profile rims and are operated within their specified speed and Load Index ratings.

The tyre section profile shall be as per configuration (a) of the Tyre and Rim Association of Australia. Aspect ratios shall comply with individual group requirements.

Tyre hardness shall generally not be lower than 68 Durometer cold (measured prior to use and not lower than 15 degrees ambient).

Short life or low profile tyres will not be acceptable. Historic period design tyres made with modern "sticky" compounds are unacceptable. Tread patterns shall be of a contemporary historic style.

Additional tyres to those shown in the approved tyre list will be considered on application if they meet the above criteria. The approved tyres are:

Make	Mode	Size	Speed Rating MPH	Load LB	Rim
18"					
Avon	SM MKII	4.00 S18	S 113	617	2.15-MT3.00
Bridgestone	RS10	250-18	S 113	250	1.35-1.6
Bridgestone	RS10	325-18	S 113	440	MT1.85-MT2.5
Chen Shin	C199	3.50/3.75 H18	H 130	493	1.85-2.50
	C199	4.10/4.25 H18	H 130	551	2.15-3.00
	C199	4.25/4.60 H18	H 130	617	2.5-3.00
	C199	4.50/85 H18	H 130	645	2.5-3.00
	C180	300-18	S 113	385	1.6-2.15
	C180	350-18	S 113	493	1.85-2.50
	C180	400-18	S 113	617	2.15-MT3.00
	C180	450-18	S 113	661	2.5-3.00
Dunlop	K70	300-18	S 113	360	1.6-2.15
	K70	350-18	S 113	450	1.85-2.50
	K70	400-18	S 113	570	2.15-MT3.00
	K81 TT100	360-18	H 130	460	1.6-2.50
	K81 TT100	410-18	H 130	575	2.15-3.00
	K81 TT100	425-18	H 130	595	2.5-3.00
	K181	100-900 V18	V 130+	493	2.15-2.75
Metzler	Block K	400-18	P 33	620	2.15-MT3.00
Michelin	M38	300-18	S 113	360	1.6-2.15
	M38	350-18	S 113	490	1.85-2.50
	M38	400-18	S 113	623	2.15-MT3.00

Group J Vintage Cars – Pre 1930

1. ELIGIBILITY

The classification of vehicles within the group will be at the absolute discretion of CAMS.

The group is intended to depict early racing car design and development to include the important period of significant excellence in design and workmanship defined as the "vintage" period. Vehicles eligible will be racing and sports cars with a competition history established prior to 31 December, 1930.

Consideration may also be given to the classification within this group of:

one off "special" type vehicles constructed at any time using major components (i.e. engine, transmission, chassis, axles and suspension) manufactured prior to 31 December, 1930. Such cars may or may not have established a competition history but must be similar in detailed specification and appearance to cars which actually appeared in competition prior to 31 December, 1930;

sports cars without an established competition history manufactured prior to 31 December 1930. Such vehicles will generally be limited to those of a type which actually appeared in competition prior to 31 December, 1930.

Only cars in this group shall be eligible for any prize or trophy to be awarded to a Vintage car.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be manufactured from materials and utilise construction methods evident in the period. Glass fibre and other similar materials are not permitted.

2.2 Cockpit:

The cockpit configuration and materials must be compatible with the group period, particularly instruments, steering wheel and seats. The use of electronic instruments is not permitted.

2.3 Engine:

(a) Internal components of the engine are free, but cylinder block, crankcase and cylinder head/s must be original.

(b) Cylinder head/s, crankcase and cylinder block must be as used together in the period. Interchange between makes or models is not permitted unless it can be demonstrated as common practice within the group period.

(c) Dry sump lubrication is not permitted unless fitted as original equipment by the manufacturer.

(d) Toothed belt drives are not permitted.

(e) Any increase in swept volume shall be in keeping with the practice of the period on that particular type of car and engine. The crankshaft stroke must be to the original specification.

(f) The exhaust system is free but must be of a style evident in the group period.

(g) The induction system must be of a type compatible with the car within the group period.

Post 1930 carburettors are not permitted except in the case of SU instruments, in which case later units up to and including "H" type are accepted.

Multi-choke carburettors and/or superchargers are not permitted unless they were used on that type of engine in the period, and they are of a period type. Fuel injection and/or turbo charging is not permitted.

2.4 Gearbox:

Gearbox casings must be original and contain the original number of forward ratios. Internal components are otherwise free.

Austin 7 specials may use a "Works Type" four speed conversion within a Group J period 3 speed case.

2.5 Final Drive:

All external components of the final drive assembly must be of the period, with the exception of the "nose piece" which is free. All internal components are free.

2.6 Brakes:

The braking system must be of a type fitted to the car within the period save that:

(a) Mechanical actuation may be converted to hydraulic operation.

(b) Dual/tandem master cylinders may be fitted. (Disc brakes and/or non period brake boosters are not permitted.)

2.7 Suspension:

The suspension system must remain unchanged from a specification evident during the group period and applicable to the subject car.

Fore and aft axle location may be varied, but transverse location may not.

Hydraulic shock absorbers are not permitted unless fitted as original equipment or used on the subject car within the group period.

Spherical or "Rose" type joints are not permitted.

2.8 Wheels:

Wheels of the original style, diameter and rim width must be used.

In the case of new specials, the minimum rim diameter is 18" and the maximum rim width is 3 1/2".

2.9 Tyres:

Tyres must have a minimum aspect ratio of 70% as determined by the Tyre and Rim Association and, within the limitations of availability and practicality, must be consistent in general appearance and tread

pattern with those fitted to the vehicle or similar vehicles during the group period.

A selected list of motor cycle tyres (see general paragraph 2.6) is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating. Short life and low profile tyres will not be permitted.

2.10 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject car used other than commercial fuel during the group period, alternative fuels may be permitted subject to prior approval of the Historic Car Eligibility Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.11 Electrical Equipment:

Alternators, electric fans, and any form of electronic ignition devices are not permitted. Electric starter motors may be fitted. Sports cars must be fitted with operable lighting and generating equipment compatible with the period.

Group K – Post Vintage

Thoroughbred Cars (1931/1940)

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

The group is intended to cater for cars from the pre-war period and the early post World War 2 period including classically engineered factory constructed cars, local specials constructed on a "one-off" basis using production car components from pre-war period and some factory constructed cars which were modified during the group period and fitted with engines from pre-war production cars.

Vehicles eligible will be racing and sports cars with a competition history established in the period between 1 January 1931 and 31 December, 1949 but constructed using major components (i.e. engine, transmission, chassis, axles and suspension) manufactured prior to 31 December, 1945. Consideration may also be given to the classification within this group of:

one-off "special" type vehicles constructed at any time using major components (i.e. engine, transmission, chassis, axles and suspension) manufactured prior to 31 December, 1945. Such cars may or may not have established a competition history but must be similar in detailed specification and appearance to cars which actually appeared in competition between 1 January, 1931 and 31 December, 1949.

sports cars without an established competition history manufactured between 1 January, 1931 and 31 December, 1940. Such vehicles will generally be limited to those of a type which actually appeared in competition prior to 31 December, 1940.

Cars in this group only shall be eligible for any prize or trophy to be awarded to a PVT car.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be manufactured from materials and utilise construction methods evident in the

Make	Mode	Size	Speed Rating MPH	Load LB	Rim
15"					
Dunlop	Qualifier K827	140/90-15	H 130	740	MT2.7-3.5
16"					
Avon	SM MKII	5.10 S16	S 113	716	MT3.00-3.5
Avon	Roadrunner R2	130/90 H16	H 130	760	MT2.5-3.5
Chen Shin	C199	510 H16	H 130	720	MT3.00-3.5
Metzler	Block K	325-16	H 130	425	MT1.85-MT2.5
17"					
Avon	Roadrunner Universal	130190 H17	H 130	695	MT2.5-3.5
Bridgestone	RS-10	250-17	S 113	290	1.35-1.6, WM1
Bridgestone	RS-10	325-17	S 113	440	MT1.85-2.5
Chen Shin	C119	4.50/85-H17	H 130	645	2.5-3.00
	C180	300-17	S 113	385	1.6-2.15
	C180	325-17	S 113	440	MT1.85-2.5
	C180	350-17	S 113	493	1.85-2.50

period. Glass fibre and other similar materials are not permitted.

2.2 Cockpit:

The cockpit configuration and materials must be compatible with the group period, particularly instruments, steering wheel and seats. The use of electronic instruments is not permitted.

2.3 Engine:

(a) Internal components of the engine are free, but cylinder block, crankcase and cylinder head/s must be original.

(b) Cylinder head/s, crankcase and cylinder block must be as used together in the period. Interchange between makes or models is not permitted unless it can be demonstrated as common practice within the group period.

(c) Dry sump lubrication is not permitted unless fitted as original equipment by the manufacturer.

(d) Toothed belt drives are not permitted.

(e) Any increase in swept volume shall be in keeping with the practice of the period on that particular type of car and engine. The crankshaft stroke must be original.

(f) The exhaust system is free but must be of a style evident in the group period.

(g) The induction system must be of a type compatible with the car within the group period.

Post-1940 carburettors are not permitted except in the case of SU instruments, in which case later units up to and including "H" type are acceptable.

Multi-choke carburettors and/or superchargers are not permitted unless they were used on that type of engine in the period and they are of a period type.

Fuel injection and/or turbo charging is not permitted.

2.4 Gearbox:

Gearbox casings must be original and contain the original number of forward ratios. Internal components are otherwise free.

2.5 Final Drive:

All external components of the final drive assembly must be of the period, with the exception of the "nose piece" which is free. All internal components are free.

2.6 Brakes:

The braking system must be of a type fitted to the car within the group period save that:

(a) Mechanical actuation may be converted to hydraulic operation.

(b) Dual/tandem master cylinders may be fitted.

2.7 Suspension:

The suspension system must remain unchanged from a specification evident during the group period and applicable to the subject car.

Fore and aft axle location may be varied, but transverse location may not.

Hydraulic shock absorbers are not permitted unless fitted as original equipment or used on the subject car within the group period.

Spherical or "Rose" type joints are not permitted.

2.8 Wheels:

Wheels of the original style, diameter and rim width must be used.

In the case of new specials, the minimum rim diameter is 16" and the maximum rim width is 4".

2.9 Tyres:

Tyres must have a minimum aspect ratio of 70% as determined by the Tyre and Rim Association and,

within the limitations of availability and practicality must be consistent in general appearance and tread pattern with those fitted to vehicles or similar vehicles during the group period.

A selected list of motor cycle tyres (see General paragraph 2.6) is permitted for use in this group provided they are fitted on the correct width rims and are operated within their specified load rating. Short life and low profile tyres will not be permitted.

2.10 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject car used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Eligibility Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.11 Electrical Equipment:

Alternators, electric fans, and any form of electronic ignition devices are not permitted. Electric starter motors may be fitted. Sports cars must be fitted with operable lighting and generating equipment compatible with the period.

Group L – Historic Racing & Sports Cars (1941/1960)

1. PREAMBLE

The sub classifications LB and LC refer to the eligibility of cars and not necessarily to the composition of race fields. It would be expected to be normal practice for LB and LC cars to race together in events titled Group L.

Sub-Group L(b)

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

Vehicles classified in this group will reflect post World War 2 period of technology changes extending from the first of the post war designs through an evolution culminating with the first of the rear engined cars from the late 1950s.

Eligibility will be open to racing and sports cars with a competition history established in the period between 1 January, 1946 and 31 December, 1960 but excluding vehicles constructed from pre-1946 components which are eligible for classification in Group K. The group will include all vehicles constructed specifically to the post war 500 cc Formula 1 even if such vehicles are constructed from pre-1946 components.

Consideration may also be given to the classification within this group of vehicles constructed between 1 January, 1941 and 31 December, 1960 but with a competition history established subsequent to 31 December, 1960 or in some circumstances without a racing history provided the specification of the vehicle is consistent with the general standard of technology evident in vehicles raced during the group period and the car is compatible in appearance with such vehicles.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be unmodified from that fitted to the particular car within the group period.

Cars are to run with all coachwork intact unless it was customary for the particular car to do otherwise within the group period (e.g. some rear engined cars customarily ran without engine cover).

2.2 Cockpit:

The cockpit configuration, particularly seat/s steering wheel and instruments must be as fitted to the particular car within the group period. Electronic instruments are not permitted.

2.3 Engine:

(a) The internal components of the engine are free save that cylinder block, cylinder head/s and crankshaft stroke must remain unaltered from the period specification on the subject car.

(b) The bore may be increased to a maximum of 1.5 mm beyond the dimension evident on the subject car in the group period.

(c) Toothed belt drives and dry sump lubrication systems may only be used if fitted to the subject car within the group period.

(d) The exhaust system is free, but must be a period type. Any car which was fitted with a distinctive or characteristic exhaust system in the group period is encouraged to retain it.

(e) The inlet manifold is free, but carburettors must be of the make, model and number fitted to the car in the group period. The choke size may be altered. Superchargers, fuel injection and multi-choke carburettors are permitted only if fitted to the subject car within the group period, and must be to unaltered specification.

(f) Motor cycle engined cars originally fitted with Amal carburettors may use Amal Concentric Mk 1 carburettors.

2.4 Gearbox:

Gearbox casings, transaxles, the number of forward ratios and gear change mechanisms must be unaltered from period specifications on the subject car. Components are otherwise free.

2.5 Final Drive:

External components of the final drive assembly must be unaltered from period specifications. Internal components are free.

2.6 Brakes:

The braking system must be of the same type fitted to the car within the group period. Drum brake systems may not be replaced by disc brake systems.

Brake discs and calipers must be of the make and size fitted within the group period.

Drum brakes may be replaced by others of period type. Cooling fins, scoops and ventilating holes may be added.

Dual/tandem master cylinders may be fitted.

Mechanical actuation may be converted to hydraulic operation.

2.7 Suspension:

The suspension must be unaltered from the period specification on the subject car, save that:

Spring rates, ride height and damper settings are free.

Fore and aft axle location on beam axle cars may be varied. Transverse location may not be altered from period specifications on the subject car.

Externally adjustable shock absorbers and spherical or "Rose" type joints are permitted only if fitted to the subject car in the group period.

2.8 Wheels:

Wheels must be unaltered from period specification on the subject car in diameter and style.

Rim width may not exceed 5" unless rims in excess of this dimension were fitted to the subject car within the group period.

2.9 Tyres:

Tyres must have a minimum aspect ratio of 70% as determined by the Tyre and Rim Association and within the limitations of availability and practicality must be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

A selected list of motor cycle tyres (see General paragraph 2.6) is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating. Short life and low profile tyres will not be permitted.

Tyre harness shall generally not be lower than 68 Durometer cold (measured prior to use and not lower than 1 5°C ambient). Short life or low profile tyres are not acceptable. Historic period design tyres made with modern "sticky" compounds are not acceptable. Tread patterns must be of period historic style.

2.10 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject car used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Eligibility Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.11 Electrical Equipment:

All electrical equipment must be unaltered from period specifications on the subject car and remain fully operative. Alternators, electric fans and any form of electronic ignition devices are not permitted. An electric starter motor may be fitted.

Sub-Group L(c)

1. ELIGIBILITY

Production sports cars recognised by CAMS manufactured after 1 January, 1941, but prior to 31 December, 1960.

Cars which are of such construction as to readily permit the removal of mudguards and windscreen – where these do not form an integral part of the body – may qualify for Group L(c). Where it can be demonstrated that a car of the subject type competed in this form in the group period, these cars may compete in stripped form as racing cars or, with said equipment refitted, they may also compete as sports cars.

Cars may vary from original specifications only in a manner which is consistent with retaining the nature of a road registered and road used vehicle. In particular, no change to track, wheelbase, engine position or suspension medium may be made.

Engine and transmission must be of the type normally fitted to the model in question.

Cars in this group are not required to have a racing history.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

All elements of the coachwork – including external fuel tank if original equipment on the subject vehicle – must be original, save that cycle type mudguards may be used.

Cycle type mudguards, if fitted, must provide coverage of at least one third of the circumference of the tyres, over at least the full width of the wheel and tyre, as it is viewed both vertically and horizontally. A steel bonnet may be replaced by a bonnet of alloy construction. Louvres may be added to or omitted from the bonnet. In the case of cars with multiple piece folding bonnets, the sides may be removed. Original body bulkheads and fire walls must be intact and all doors must be operable.

When competing as a racing car the removal of mudguards, lights, spare wheel, running boards and mounting brackets is permitted.

2.2 Cockpit:

The configuration and materials of the cockpit, in particular the steering wheel, instruments and seats, must be compatible with the group period. Electronic instruments are not permitted.

The cockpit must be of a stripped rather than a specially constructed nature.

The passenger seat may be removed when the car is competing as a racing car.

2.3 Engine:

(a) The internal components of the engine are free save that the cylinder head and crankshaft stroke must all be original.

(b) The cylinder head/s may be modified provided such modification is effected only by the removal of metal.

(c) The cylinder bore may be increased by a maximum of 1.5 mm beyond original manufacturer's dimensions.

(d) Toothed belt drives are not permitted.

(e) Dry sump lubrication is not permitted unless original equipment.

(f) The exhaust system is free but should be of a type compatible with the period.

(g) Inlet manifolds are free but carburettors must be of the original make, model and number on the car. The choke size is free. Superchargers multi-choke carburettors or fuel injection are permitted only if part of the original specification for that make and model, and remain unchanged from that original specification.

2.4 Gearbox:

Gearbox casings, gearbox selection mechanisms and the number of forward ratios must be to the original manufacturer's design specifications. Internal components are otherwise free.

2.5 Final Drive:

The external components of the final drive assembly must be unaltered from period specifications. Internal components are free.

2.6 Brakes:

In the case of disc brake systems, the brake disc and calipers must be original. Drum brakes may be modified or replaced with others of a period type. Drums and/or backing plates may be ventilated and/or fitted with cooling fins.

Dual/tandem master cylinders may be fitted.

Mechanical actuation may be converted to hydraulic operation.

Drum brakes may not be replaced by disc brakes.

2.7 Suspension:

The suspension must be unaltered from the original specifications save that spring rates, ride height and damper settings may be altered.

Adjustable shock absorbers are not permitted.

Fore and aft axle location may be varied but transverse location may not be altered.

Spherical or "Rose" type joints are not permitted.

2.8 Wheels:

Wheels must be unaltered from the original specifications and style.

Wheel sizes are to be as commonly used on cars of this type in the period, e.g. MG TC: 16" diameter by 4" rim width.

In no circumstances may wheel diameter be less than 15" nor rim width greater than 5".

2.9 Electrical Equipment:

All electrical equipment must be unaltered from the original specifications and be fully operative.

Dynamo/generator may not be replaced by an alternator.

Electric fans and any form of electronic ignition devices are not permitted.

The generator and/or lighting equipment may be removed whilst cars are participating as racing cars.

2.10 Optional Equipment:

Optional equipment is permitted in this group only if detailed in either:

(a) Original manufacturer's workshop manual; or

(b) Spare parts catalogue and is specifically accepted by CAMS.

Group M – Historic Racing & Sports Racing (1961-1965)

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

The group is intended to cater for racing, sports racing and clubman sports cars with a competition history established in the period between 1 January 1961 and 31 December, 1965. Such vehicles will reflect the development of more advanced design features such as complex space frame and monocoque structures, sophisticated adjustable suspension systems and the commencement of wide racing tyre development.

Consideration may also be given to the classification within this group of vehicles constructed between 1 January, 1961 and 31 December, 1965 but with a competition history established subsequent to 31 December, 1965 or in some circumstances without a racing history, provided the specification of the vehicle is consistent with the general standard of technology evident in vehicles raced during the group period and the car is compatible in appearance with such vehicles.

Formula Vee cars are specifically excluded from this group.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be unmodified from that fitted to the particular car within the group period.

Cars should run with all bodywork intact unless it was customary for the particular car to do otherwise (e.g. some rear engine cars customarily ran without engine cover).

2.2 Cockpit:

The cockpit configuration, including seat/s, steering wheel and instruments must be as fitted to the particular car within the group period.

2.3 Engine:

(a) Internal components of the engine are free save that cylinder block, cylinder head/s and crankshaft stroke must remain unaltered from the period specification on the subject car.

(b) The bore may be increased to a maximum of 1.5 mm beyond the dimension evident on the subject car in the group period.

(c) Toothed belt drives and dry sump lubrication systems may be used only if fitted to the subject car within the group period.

(d) The exhaust system is free, but should be of a period type. Any car which was fitted with a distinctive or characteristic exhaust system in the group period is encouraged to retain it.

(e) Inlet manifolds are free. Carburettors must be of the period make, model and number fitted to the car in the group period and must be to unaltered specification.

Turbo charging is not permitted.

2.4 Gearbox:

Gearbox casings, transaxles, the number of forward ratios and gear change mechanisms must be unaltered from period specifications on the subject car. Internal components are otherwise free. Cars which were fitted with V.W. based transmissions in the group period may not use Holinger or Hewland quick change units or features unless so equipped originally.

2.5 Final Drive:

External components of the final drive assembly must be unaltered from period specifications on the subject car. Internal components are free.

2.6 Brakes:

The braking system must be of the same type fitted to the subject car within the group period.

Drum brake systems may not be replaced by disc brake systems.

Brake discs and calipers must be of the make and size fitted to the subject car within the group period.

Drum brakes may be replaced by others of period type. Cooling fins, scoops and ventilating holes may be added.

Dual/tandem master cylinders may be fitted.

Mechanical actuation may be converted to hydraulic operation.

2.7 Suspension:

The suspension must be unaltered from the period specifications on the subject car.

Spring rates, ride height and damper settings are free.

Fore and aft axle location on beam axle cars may be varied. Transverse location may not be altered from historical group period specification.

Externally adjustable shock absorbers and "Rose" type joints are permitted only if fitted to the subject car in the group period.

2.8 Wheels:

Wheels must be unaltered from period specifications

of the subject car in diameter, width and style. Cast alloy wheels may be replaced with wheels cast in a different material but provided the replacement remains identical as to dimensions and appearance.

2.9 Tyres:

Tyres must have a minimum aspect ratio of 60% as determined by the Tyre and Rim Association and, within the limitations of availability and practicality must be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

The use of motorcycle tyres or slick treaded tyres is prohibited.

2.10 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject car used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Eligibility Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.11 Electrical Equipment

The electrical equipment must be unaltered from period specification on the subject car and remain fully operative. Alternators, electric fans and any form of electronic ignition devices are not permitted. An electric starter motor may be fitted.

Group N – Saloon Cars (Pre 1965)

1. ELIGIBILITY

1.1 The automobile must be a series production type saloon, manufactured prior to 31 December 1964 of which 100 of the particular model must have been produced.

1.2 Cars shall compete in the following engine capacity classes:

- Class A1 – Over 4500 cc.
 - Class A2 – 3001 to 4500 cc
 - Class B – 2601 to 3000 cc
 - Class C – 2001 to 2600 cc.
 - Class D – 1601 to 2000 cc.
 - Class E – 1301 to 1600 cc.
 - Class F – 1001 to 1300 cc.
 - Class G – Up to 1000 cc.
- (Classes may be amalgamated.)

2. BODY

2.1 The body must be of a saloon (i.e.: "hard-top") form, and must provide adequate normal seating accommodation for four adult persons or more.

2.2 Cars in the above-mentioned Classes A, B, C, D, and E must have four doors unless they have been homologated by the F.I.A. (or are otherwise specifically approved by CAMS) in a two-door version: cars in Classes F and G must have at least two doors.

2.3 The bodywork, body fittings and interior trim in its entirety must be as supplied by the manufacturer except only that wheel naveplates may be removed additional instruments fitted and the steering wheel replaced; provided that the replacement wheel is not less than 330 mm in diameter, unless the original wheel was of a lesser diameter, in which case a replacement of at least equal diameter to the original is acceptable.

2.4 The use of undertrays, fairings, etc., designed to improve the aerodynamic form of the automobile shall not be permissible unless supplied as standard equipment.

2.5 The original rear seats must be retained in all respects, including location.

On cars fitted with a separate front seat, the driver's seat may be replaced by a CAMS approved seat, but the original passenger seat must remain in place - see Schedule C of Section 6.

On cars fitted with a bench front seat as original equipment, the whole seat may be removed. The driver's seat may be replaced by a CAMS approved seat (see Schedule C), and the passenger seat must be a bucket seat from e.g. a comparable Falcon Futura, Holden Premier. If the original equipment bench seat is retained, modification of the driver's portion of that seat is free so long as the origin of the seat may be determined.

2.6 Restoration of original trim is permitted, but should be as near as practicable to original specifications. Floor coverings may be removed. Insulating material may be added.

3. PERMITTED MODIFICATIONS

Mechanical modifications may be made, provided that the following restrictions are observed:

3.1 The original type of cylinder block and crank case must be employed. The bore may be varied and/or the stroke reduced provided that the swept volume of the engine remains within the same cubic capacity class as that within which the engine came as supplied by the manufacturer (e.g. EH Holden under 3000cc, Cooper 'S' under 1300cc).

3.2 The original type of cylinder-head casting must be employed. The cylinder-head may be modified provided that such modification is effected only by the removal of metal.

3.3 Forced induction or fuel injection is not permitted, unless such induction method was employed as standard on the make and model of car by the manufacturer concerned.

Later models of carburetors which were available in the period are acceptable, even with different throat sizes, provided that the outward appearance is the same.

Carburetors of a make not available in the period are unacceptable.

3.4 The original type of gearbox and final drive assemblies including housings as supplied by the manufacturer for make and model concerned shall be employed. The final drive assembly is otherwise free, save that the original housing must be retained (although it may be subject to any machining operations provided always that its origin is able to be established).

The number of ratios may not be changed.

3.5 The original form and type of suspension only shall be employed (e.g.: a semi-elliptic leaf-spring suspended live rear-axle may not be replaced by a coil-spring suspended De Dion type, and so on).

3.6 The original form and type of braking system shall be employed (e.g.: drum-brakes may not be replaced by disc-brakes). The major brake dimensions (i.e.: internal drum diameter and width) shall be identical with the dimensions of these components as supplied as original equipment by the manufacturer concerned; provided that overall variation in

the diameter of such drums of no more than 3 mm shall be permissible. Modifications to disc brakes are limited to the freedom to fit alternative calipers of a type available pre 1965. Dual circuit braking systems are permitted, as is installation of power brake assistance. Brake lining material and hoses are free.

3.7 The wheels shall be either as supplied by the manufacturer or of a type approved by CAMS and which is in harmony with wheels used prior to 31 December, 1964. At all times the original wheel diameter shall be maintained, and the width of the rim may be increased by no more than 1" over the original, subject to an absolute maximum width of 6". Aluminium alloy type wheels may be fitted, but only of a design and style available prior to 31 December 1964. Mudguard flares or extensions are not permitted unless they were fitted as original equipment by the manufacturer.

Tyres may not protrude outside the coach work but otherwise track is free.

3.8 At all times, the original form of steering and suspension joints will be employed, and in particular, may not be replaced by "Spherical" or "Rose" type joints.

3.9 Dry sumping is not permitted, unless original equipment on the make and model concerned.

3.10 Tyres must be an approved type of radial or cross ply construction with a minimum aspect ratio of 70% save that cars which are required to use wheels of 15" diameter may be fitted with tyres of 60% aspect ratio. Racing tyres are not permitted.

3.11 The radiator cooling fan may be removed; electrically powered fans are not permitted.

4. SAFETY REQUIREMENTS

4.1 Vehicles shall comply with all relevant requirements of Schedules A, B and C.

4.2 A laminated windscreen is required in all vehicles. However, in the event that a laminated screen is unavailable, approval may be given on individual application to CAMS for the fitment of a Lexan or Perspex windscreen.

4.3 A roll bar or cage compliant with Schedule J (Type 4 or 5) is required to be fitted in all cars. Side intrusion bars are permitted to be fitted.

4.4 Foam filling of fuel tanks is permitted. The fuel tank may not be moved from its original location.

5. GENERAL

5.1 The automobile shall be required to comply with such requirements of Schedules A, B and C as are applicable and not in conflict with this Group.

5.2 Electrical equipment in conformity with the requirements of Group 2A is required to be fitted.

5.3 A high standard of presentation will be insisted upon at all times. Any vehicle considered to be of inappropriate standard will be summarily rejected.

5.4 At all times, the onus of proof of eligibility of the automobile and/or components whether options or not, will be the responsibility of the owner, by way of homologation papers, parts manuals, workshop manuals, etc.

In marginal cases, proof may be required to be produced to the effect that a vehicle of the same model was raced prior to December 1964.

6. ADVERTISEMENTS ON AUTOMOBILES

No advertisement or sign will be distributed from or carried on any automobile in this category; provided that this Rule shall not apply to the manufacturer's usual name plate, transfer or other device normally attached to, engraved or stamped on cars sold by them to the public. CAMS reserves the right to permit also the display, in neat, unobtrusive lettering, of the name of the entrant and/or the driver and/or the State of his residence on the scuttle or side of the car. No such sign shall in its entirety exceed 75 mm in height and 600 mm in length.

7. SPIRIT OF REGULATIONS

It is emphasised that the purpose of this category of racing is to emulate, as far as is practicable, racing of saloon cars under Appendix "J" regulations which were current until 31 December, 1964. Over-restoration of vehicles, the use of technology, parts or equipment not available within the period in question is not within the spirit of these regulations; these regulations and any eligibility matters relating thereto shall be interpreted and applied in accordance with the spirit.

Group O - Historic Racing & Sports Racing (1966-1969)

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

The group is intended to cater for racing, sports racing and clubman sports cars with a competition history established in the period between 1 January 1966 and 31 December, 1969, excluding cars fitted with aerodynamic devices as defined under "specific requirements" below. Formula Vee, Formula Ford and Formula 5000 cars are also specifically excluded from this group which is intended to reflect the development of wide treaded racing tyre technology and its effect on suspension and chassis design but stopping short of the period when external aerodynamic devices became a major design feature with a significant impact on cornering performance.

Consideration may also be given to the classification within this group of vehicles constructed between 1 January 1966 and 31 December, 1969 but with a competition history established subsequent to 31 December, 1969, provided that the specification of the vehicle is consistent with the general standard of technology evident in vehicles raced during the group period and the car is compatible in appearance with such vehicles.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be unmodified from that fitted to the particular car within the group period.

Cars should run with all bodywork intact unless it was customary for the particular car to do otherwise (e.g.: some rear engined cars customarily ran without engine cover).

2.2 Cockpit:

Cockpit configuration, particularly seat/s, steering wheel and instruments must be as fitted to the particular car within the group period.

2.3 Engine:

Internal components of the engine are free save that the cylinder block, cylinder head/s and crankshaft stroke must remain unaltered from the period specification on the subject car.

The bore may be increased to a maximum of 1.5 mm beyond the dimension evident on the subject car within the group period.

Toothed belt drives and dry sump lubrication systems may only be used if fitted to the subject car within the group period.

2.4 Exhaust Systems:

The exhaust system is free, but should be of a period type. Any car which historically had a distinctive or characteristic exhaust system is encouraged to retain it.

2.5 Induction Systems:

Manifolds are free, but carburetors must be of the period make, type and number fitted to the car. The size may be altered. Superchargers, fuel injection and multichoke carburetors are permitted only if fitted to the subject car within the group period and must remain unchanged.

Turbo charging is not permitted.

2.6 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject vehicle used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Eligibility Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.7 Gearbox:

Gearbox housings, transaxles, the number of forward ratios and gear change mechanisms must be unaltered from period specifications on the subject car.

Internal components are otherwise free.

2.8 Final Drive:

The external components of the final drive assembly must be unaltered from period specifications. Internal components are free.

2.9 Brakes:

The braking system must be of the same type fitted to the car within the group period. Drum brake systems may not be replaced by disc brake systems.

Brake discs and calipers must be of the make, style and size fitted within the group period.

Drum brakes may be replaced by others of period type. Cooling fins, scoops and ventilating holes may be added.

Dual/tandem master cylinders may be fitted.

Mechanical actuation may be converted to hydraulic operation.

2.10 Suspension:

The suspension must be unaltered from the period specifications on the subject car.

Spring rates, ride height and damper settings are free.

Fore and aft axle location on beam axle cars may be varied. Transverse location may not be altered from historical group period specification.

Externally adjustable shock absorbers and "Rose" type joints are permitted only if fitted to the subject car in the group period.

2.11 Wheels:

Wheels must be unaltered from period specifications

on the subject car in diameter, width and style. Cast alloy wheels may be replaced by wheels cast in a different material provided that the replacement remains identical in dimensions and appearance.

2.12 Tyres:

Tyres must have a minimum aspect ratio of 60% as determined by the Tyre and Rim Association unless it can be demonstrated that the vehicle was fitted with tyres of less than 60% in the group period. Within the limitations of availability and practicality the tyres fitted must be of the same tread width and diameter and be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

The use of motorcycle type tyres or "slick" treaded tyres will normally be prohibited but the use of grooved slicks may be permitted on individual cars subject to the prior approval of the Historic Car Eligibility Committee. The tread pattern of each grooved slick must be to period specifications and approval for the use of such tyres must be verified by appropriate endorsement in the vehicle log book.

2.13 Electrical Equipment:

Electrical equipment must be unaltered from period specifications and be fully operable.

Electronic ignition devices are permitted if used on the car in the group period but must be to historic specifications.

An electric starter motor may be fitted.

2.14 Aerodynamic Aids:

Aerodynamic aids in the form of "flaps", "tabs" or "spoilers" integral with the vehicle coachwork are permitted provided they are identical to those fitted to the car during the group period. The use of aerodynamic aids in the form of "wings" not comprising an integrated component of the coachwork is not permitted even if such devices were fixed to the car during the group period. Aerodynamic devices of a type which were banned during the group period are not permitted.

2.15 Safety Equipment:

Roll over protection and harness must be at least to the specifications evident during the group period.

Group P – Formula 5000 Racing Cars (pre 1978)

1. ELIGIBILITY

Factory built Formula 5000 racing cars, specifically designed to F5000 regulations and constructed before 31 December 1977; or

Australian built specials, constructed specifically for F5000 and raced in F5000 events before 31 December 1977.

A clear line of history is required for any subject car. Cars cannot be constructed from spares or damaged/cast-off components. (A tub or chassis does not necessarily constitute a car.)

Owners must present cars in their "most significant" historical format.

Only modifications compatible with the group period and to that particular car will be accepted.

Cars in this group only shall be eligible for any prize or trophy awarded to a F5000 car.

2. REQUIREMENTS

2.1 Coachwork:

Coachwork must be unmodified in design and materials from that fitted to the particular car within the group period. Cars shall run with all bodywork intact (particularly induction air boxes and engine covers) unless it was customary for the particular car to do otherwise within the group period.

2.2 Cockpit:

Cockpit configuration particularly seat, steering wheel and instruments must be as fitted to the particular car within the group period.

2.3 Engine:

a. Engine must be of the same make and type as fitted to the particular car within group period.

b. Cylinder blocks and heads must be of pre-1978 manufacture (CAMS may consider a model run-on in certain circumstances).

c. The bore and stroke must be as used on the subject car in the group period.

d. Other limitations on engine components in force for F5000 at 31 December 1977 apply. Otherwise internal engine components are free.

e. The exhaust system must be as fitted to the subject car within the Group period.

f. Induction systems must be as fitted to the subject car within the group period.

Carburettors may not be replaced by fuel injection. Turbocharging or supercharging is not permitted.

1977 F5000 regulations are reproduced hereunder:

Unsupercharged engines of V8 overhead valve pushrod configuration, the cylinder block of which derives from a CAMS-recognised touring car, of up to 5000cc capacity.

The following restrictions apply:

- (i) displacement may be obtained by alteration of the bore and/or stroke;
- (ii) the location and/or number of camshafts may not be changed;
- (iii) the number of main bearings may not be changed;

2.4 Gear Box/Final Drive:

Gear box/final drive housing or transaxles, the number of forward ratios and gear change mechanisms must be unaltered from period specifications on the particular car.

Internal components are free.

2.5 Brakes:

The braking system must be of the same type fitted to the particular car within the group period.

Brake discs and calipers must be of the make, style, size and material fitted to the particular car within the group period.

Dual circuit systems are mandatory.

2.6 Suspension:

The suspension must be unaltered from the period specifications on the particular car.

Spring rates, ride heights, damper settings and normally adjustable geometry settings (camber, caster, toe-in) are free.

2.7 Wheels:

Wheels must be unaltered from period specifications in size (both diameter and width) and style on the particular car.

2.8 Tyres:

Aspect ratios and tread widths must be in accordance with tyres used on F5000 cars within the group period.

2.9 Electrical Equipment:

Electrical equipment must be unaltered from period specification.

Ignition systems must be as used on the particular car within the group period.

Engine management systems are not permitted.

2.10 Aerodynamic Aids:

Aerodynamic aids are permitted only if fitted to the particular car within the group period.

Such devices must be unaltered from period specifications in design materials and mountings.

Modern wing sections and aerodynamic technology are not permitted (including ground effects).

2.11 Safety Equipment:

Roll over/crash protection and harness must be at least to the specifications evident at the close of the group period (see specific and general requirements for 1977).

"On board" fire extinguisher and life support systems are recommended.

A tail light as required in the group period must be operative.

2.12 Weight:

The minimum weight of the car including coolant and lubricants, but not including fuel and driver, shall be 1350lb (612 kg).

2.13 Advertising:

Advertising is not permitted, save that a particular vehicle may compete in the same livery as was evident on that car, at one point of time within the group period.

GROUP Q – HISTORIC RACING & SPORTS RACING CARS (1970-1977)

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

The group is intended to cater for racing, sports racing and clubman sports cars with a competition history established in the period between 1 January 1970 and 31 December, 1977 and for vehicles excluded from classification within other groups of the 5th category because of the nature of aerodynamic devices with which they are fitted. Formula Vee and Formula 5000 cars are specifically excluded from this group which is intended to reflect the development of aerodynamic technology as an aid to cornering performance but without extending to the period when such technology extended to the use of the vehicle underbody as an aerodynamic aid, i.e. the wing car era.

Formula Ford vehicles classified in this group will generally be restricted to those equipped with "outboard" rather than "inboard" mounted springs and shock absorbers.

Consideration may also be given to the classification within this group of vehicles constructed between 1 January, 1970 and 31 December, 1977, but with a competition history established subsequent to 31 December, 1977, provided the

specification of the vehicle is consistent with the general standard of technology evident in vehicles racing during the group period and the car is compatible in appearance with such vehicles; and to Formula Ford vehicles only if equipped with "outboard" mounted springs and shock absorber units.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be unmodified from that fitted to the particular car within the group period.

Cars should run with all bodywork intact unless it was customary for the particular car to do otherwise (e.g.: some rear engined cars customarily ran without engine cover).

2.2 Cockpit:

Cockpit configuration, particularly seat/s, steering wheel and instruments must be as fitted to the particular car within the group period.

2.3 Engine:

Internal components of the engine are free save that the cylinder block, cylinder head/s and crankshaft stroke must remain unaltered from the period specification on the subject car.

The bore may be increased to a maximum of 1.5 mm beyond the dimension evident on the subject car within the group period.

Toothed belt drives and dry sump lubrication systems may be used only if fitted to the subject car within the group period.

Formula Ford vehicles must use whichever of either the Cortina 1600 GT engine (original engine) or the Ford Capri XL 1600 crossflow engine (updated engine) with which the vehicle was equipped during the group period. Original engines must comply in full detail with the specifications set out for such engines in the 1970/71 CAMS Manual and updated engines must comply in full detail with current Formula Ford engine regulations. Variations in original specification allowed to other vehicles classified in group a in respect of internal engine components and induction systems are not permitted on Formula Ford vehicles.

2.4 Exhaust Systems:

The exhaust system is free, but should be of a period type. Any car which historically had a distinctive or characteristic exhaust system is encouraged to retain it.

2.5 Induction Systems:

Manifolds are free, but carburettors must be of the period make, type and number fitted to the car. The size may be altered. Superchargers, fuel injection and multichoke carburettors are permitted only if fitted to the subject car within the group period and must remain unchanged.

Turbo charging is not permitted.

2.6 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject vehicle used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Eligibility Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.7 Gearbox:

Gearbox housings, transaxles, the number of forward

ratios and gear change mechanisms must be unaltered from period specifications on the subject car. Internal components are otherwise free.

2.8 Final Drive:

The external components of the final drive assembly must be unaltered from period specifications. Internal components are free. Torque-biasing, limited slip and locked differentials are not permitted in Formula Ford cars.

2.9 Brakes:

The braking system must be of the same type fitted to the car within the group period. Drum brake systems may not be replaced by disc brake systems.

Brake discs and calipers must be of the make, style and size fitted within the group period.

Drum brakes may be replaced by others of period type. Cooling fins, scoops and ventilating holes may be added.

Dual/tandem master cylinders may be fitted.

Mechanical actuation may be converted to hydraulic operation.

2.10 Suspension:

The suspension must be unaltered from the period specifications on the subject car.

Spring rates, ride height and damper settings are free.

Fore and aft axle location on beam axle cars may be varied. Transverse location may not be altered from historical group period specification.

Externally adjustable shock absorbers and "Rose" type joints are permitted only if fitted to the subject car in the group period.

2.11 Wheels:

Wheels must be unaltered from period specifications on the subject car in diameter, width and style. Cast alloy wheels may be replaced with wheels cast in a different material provided that the replacement remains identical in dimensions and appearance.

2.12 Tyres:

Within the limitations of availability and traditionality the tyres fitted must be of the same tread width and diameter and be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

The use of slick tyres will be permitted on cars which originally used such tyres during the group period.

The make, type, specification and dimensions of tyres for use on Formula Ford cars will be advised from time to time. For 1993, the specified tyre is the Bridgestone RA 6A YCT.

2.13 Electrical Equipment:

Electrical equipment must be unaltered from period specifications and be fully operable.

Electronic ignition devices are permitted if used on the car in the group period but must be to historic specifications.

An electric starter motor may be fitted.

2.14 Aerodynamic Aids:

Aerodynamic aids are permitted only if fitted to the subject car during the period. Such devices must be unaltered from period specifications in both design and mounting. Modern wing sections and aerodynamic technology are not permitted.

2.15 Safety Equipment:

Roll over protection and harness must be at least to the specifications evident during the group period.

**Group S
Production Sports Cars**

Groups SA and SB are designed to provide a forum for competitors to race production sports cars from the 50's and 60's (sometimes known as "Classic Sports Cars"), in a form similar to period club racing.

To this extent, the modifications permitted are those that are not intended to radically alter the individual cars' character or appearance and will be of an improved performance road car nature, as opposed to making the vehicle totally dedicated to outright competition.

People wishing to race cars of a more highly modified nature should consider competing in the Marque Sports Car category.

An important consideration in forming these regulations was the need to provide eligibility rules which will require a minimum of administration particularly at race meetings.

**Group SA
1941/1960**

1. ELIGIBILITY

1.1 Production sports cars, as recognised by CAMS, manufactured after 1 January 1941 but prior to 31 December 1960 with the inclusion of certain model run-ons (e.g. Mk 1 Austin Healey Sprite). Cars classified in this group will not have a racing history. Factory built, competition variants of standard production cars are not eligible for this group, but could be eligible for Group LB, subject to specific application.

Limited modifications, as detailed in the following rules, are allowed to these vehicles. Where performance improving modifications are made, these should be of period nature and not out of character with the vehicle or group period.

1.2 Eligible Cars:

A list of cars eligible for this sub group will be published from time to time.

2. SPECIFIC REQUIREMENTS

2.1 Chassis:

Chassis or chassis-body unit must be original and unmodified.

2.2 Bodywork:

Bodywork must be original save that bumper bars and/or windcreens may be removed. "Single seater, Wrap around" windcreens are not permitted, but other replacement screens are. Rigid removable tonneau covers are permitted.

2.3 Cockpit:

The cockpit must be original save that floor coverings may be removed. The seats and the steering wheel may be replaced by others of a period style. Original instruments must be intact. Additional instruments of a period type may be fitted. Electronic tachometers may be substituted for mechanically driven units, provided they are compatible in face, style and size with the other instruments.

2.4 Engine:

- (a) Cylinder Block and Head must be original, or a CAMS approved alternative.
- (b) Internal components of the engine are free save that the crankshaft stroke must be original.

- (c) The cylinder bore may be increased by a maximum of 1.5 mm beyond original dimensions.
- (d) Cylinder head/s may be modified provided such modification is effected only by the removal of metal.
- (e) Toothed belt drives are not permitted.
- (f) Dry sump lubrication is not permitted.
- (g) The exhaust system is free but should be of a type compatible with the period.
- (h) Carburettors or fuel injection systems must be of the make, model and number originally fitted to the vehicle. Bore size is free. Superchargers are not permitted unless part of the original specification.
- (i) Inlet manifolds are free except they must be of a type compatible with the period.

2.5 Gearbox:

Gearbox casing, gear selection mechanism and the number of forward ratios must be original. Internal components are otherwise free.

2.6 Final Drive:

External components of the final drive assembly must be unmodified from original specification. Internal components are free.

2.7 Brakes:

In the case of disc brake systems, the brake discs and calipers must be original. Drum brakes may be modified or replaced with others of period type. Drums and/or backing plates may be ventilated and/or fitted with cooling fins.

Dual or tandem master cylinders may be fitted. Mechanical actuation may be converted to hydraulic operation.

Drum brakes may not be replaced by disc brakes. Modification or removal of dust shields on disc brake systems is permitted.

2.8 Suspension:

The suspension must be unmodified from original specifications, save that spring rates, ride height and damper settings may be altered. Suspension pickup points may not be modified.

Externally adjustable shock absorbers are not permitted.

Fore and aft axle location may be improved but transverse location may not be altered.

Spherical or "Rose" type joints are not permitted.

2.9 Wheels:

Wheels are required to be original in diameter and style (i.e. steel wheels may not be replaced by alloy wheels).

Rim width may not exceed 5" unless originally specified by the manufacturer.

2.10 Tyres:

Tyres must have an aspect ratio of at least 70% as determined by the Tyre and Rim Association.

Tyre compound hardness shall generally not be lower than 68 Durometer, cold (new tyres measured prior to use and at not lower than 15° centigrade ambient).

Historic pattern tyres made with modern "sticky" compounds are unacceptable. Tread patterns shall be of a contemporary historic style. Modern slick semi-slick or radical asymmetrical patterns are unacceptable. Tyre section size shall be as originally specified by the manufacturer, as indicated in the following equivalent table:-

Original Imperial Section size	Maximum Allowable Metric Equivalent
5.20	145
5.50	175
5.60	185
5.90	205
6.40	215
6.70	225
7.10	235

2.11 Electrical Equipment:

All electrical equipment must be unmodified from the original specifications, and fully operative.

The dynamo/generator may not be replaced by an alternator.

Electric fans and any form of electronic ignition devices are not permitted, unless included in the original specification.

2.12 Optional Equipment:

Optional equipment is permitted in this group, only if detailed in either:

- (a) Original manufacturer's workshop manual, or
- (b) Spare parts catalogue.

2.13 Safety Equipment:

CAMS approved Roll Bars and Seat Harnesses are recommended.

Foam filled, flexible fuel tanks are strongly recommended.

Roll Bar assemblies must not be installed so as to become a 'de facto chassis' used to improve the torsional or beam strength of the original vehicle.

It is foreshadowed that roll bars and harnesses will become mandatory for these cars at some time in the future.

**GROUP SB
1961/1969**

1. ELIGIBILITY

A specific group of Production Sports Cars generally manufactured between 1st January 1961 and 31st December 1969, with the inclusion of model run-ons (e.g. Triumph Spitfire Mk3), as detailed in the following list. Cars classified in this group will not have a racing history. Factory built, competition variants of standard production vehicles are not eligible for this group, but could be eligible for groups M or O, subject to specific application.

Limited modifications as detailed in the following rules are allowed to these vehicles. Where performance improving modifications are made, these should be of contemporary nature and not out of character with the vehicle or group period.

1.1 Eligible Cars:

A.C.	Cobra 289, Cobra 427, 2.6
Alfa Romeo	Spider, Spider Veloce
Austin Martin	DB5, DB6, DBS.
Austin Healey	3000 Mk II, Mk III, Sprite Mk II, III, IV.
Chevrolet Corvette	All models to end 1969.
Datsun Sports	1600, 2000.
Elva Courier	Mk 3, Mk 4.
Ferrari	250 GT, 275 GTB, 275 GTS 330 GTC, 320 GTS, 365 GTB/4, 246 DINO.
Fiat	124 Spider.
Ginetta	G4.

Honda	S600, S800.
Jaguar	'E' type Series One, Two, 3.8 and 4.2 lt.
Lancia	Flavia and Fulvia coupes.
Lotus	Elan S1, S2, S3, S4, Plus 2, Europa (Renault engine).
Marcos	All models to end 1969.
Maserati	3500 GT, Sebring, Mistral, 5000 GT, Mexico, Ghibli, Indy.
Mercedes-Benz	230 SL, 250 SL, 280 SL.
MG	MGB 1800 and MGB GT 1800 Mk 1 and Mk 2, MGC.
MG	Midget 948, 1098, 1275 cc.
Morgan	4/4 Series III, IV, V, 1600, Plus 4, Plus 8.
Porsche	912, 914, 914/6, 911 E + T (1991 cc.).
Shelby	GT350
Sunbeam	Alpine Series 4 and 5, Tiger.
Triumph	TR4, TR5, TR6.
Triumph	Spitfire Mk 1, 2, 3, 4.
Triumph	GT6 Mk 1, 2, 3.
Turner	1500.
TVR	All models to end 1969.
Volvo	P1800, P1800S, P1800E.

2. SPECIFIC REQUIREMENTS

2.1 Chassis:

Chassis or chassis body unit must be original and unmodified.

2.2 Bodywork:

Bodywork must be original save that bumper bars and/or windscreens may be removed. "Single seater, Wrap around" windscreens are not permitted.

2.3 Cockpit:

The cockpit must be original save that floor coverings may be removed. Seats and steering wheel may be replaced by others of a period style. Original instruments must be intact. Additional instruments of a period type may be fitted.

Electronic tachometers may be substituted for mechanically driven units, provided they are compatible in face style and size with the other instruments.

2.4 Engine:

- (a) Cylinder block and head must be original, or a CAMS approved alternative.
- (b) Internal components of the engine are free save that the crankshaft stroke must be original.
- (c) The cylinder bore may be increased by a maximum of 1.5 mm beyond original dimensions.
- (d) Toothed belt drives are not permitted, unless included in the original specification.
- (e) Cylinder head/s may be modified provided such modification is effected only by the removal of metal.
- (f) Dry sump lubrication is not permitted, unless included in the original specification.
- (g) The exhaust system is free but should be of a type compatible with the period.
- (h) Carburettors or fuel injection systems must be of the make, model, size and number originally fitted to the vehicle. Removable choke sizes can be altered.
- (i) Inlet manifolds are free except that they must be of a type compatible with the period.

- (i) The cooling system must remain as standard, save that the radiator core is free as to thickness. Electric fans may be added.

2.5 Gearbox:

Gearbox casing, gear selection mechanism and the number of forward ratios must be original. Internal components are free.

2.6 Final Drive:

External components of the final drive assembly must be unmodified from original specification. Internal components are free.

2.7 Brakes:

Disc or drum brake systems must be of the make, model, size and type as originally fitted to the vehicle. Drums and/or backing plates may be ventilated and/or fitted with cooling fins.

Dual/tandem master cylinders may be fitted.

Modification or removal of dust shields on disc brake systems is permitted.

2.8 Suspension:

The suspension must be unmodified from original specifications, save that spring rates, the ride height and shock absorber settings may be altered.

Suspension pickup points may not be modified.

Externally adjustable shock absorbers are not permitted unless originally fitted to the vehicle.

Lever action shock absorbers where not an integral part of the suspension may be replaced by tubular shock absorbers.

Fore and an axle location may be improved but transverse location may not be altered.

Spherical or "Rose" type joints are not permitted.

2.9 Wheels:

Wheels are required to be original in diameter.

Replacement of standard style wheels by period style alloy wheels will be considered upon individual application.

Rim width may not exceed 5" for cars of up to 1300 cc swept volume, and 6" for cars of over 1300 cc, unless otherwise equipped as standard.

2.10 Tyres:

The minimum aspect ratio of tyres permitted in this Group is 60%. In all cases the tyre fitment must meet the requirements of the Tyre & Rim Association.

The maximum tyre section permitted in each eligible model will be published by CAMS. Examples of these maximum permitted tyre sections are:-

A/H Sprite & MG Midget	165
Triumph Spitfire	165
Lotus Elan	175
Triumph GT6	185
MGB	185
Porsche 911	185
Austin Healey 3000	195
Jaguar E Type	205

Tyres permitted for this Group shall be subject to approval by CAMS which will maintain an approved list of tyres.

Application for the inclusion of additional tyres, to the list, may be made at any time. In submitting candidate tyres the following criteria should be borne in mind:-

- The tread pattern should be distinctive and preferably of contemporary historic style.
- Grooved slicks are not acceptable.
- Tread patterns consisting substantially of very

fine and shallow sipes, which quickly disappear in use, are not acceptable.

Assymmetric patterns are acceptable subject to conformity with the above criteria.

Tyres designed to offer high levels of adhesion (featuring modern "sticky" compounds) are not acceptable.

2.11 Electrical Equipment:

All electrical equipment must be unmodified from the original specifications, and fully operative.

The dynamo/generator may not be replaced by an alternator.

Electronic ignition devices are not permitted, unless included in the original specification.

2.12 Optional Equipment:

Optional equipment is permitted in this group, only if detailed in either:

- (a) Original manufacturer's workshop manual, or

- (b) Spare parts catalogue and is specifically accepted by CAMS.

CAMS shall maintain and distribute upon request approved specification sheets covering makes and models of cars eligible for the Group and these specification sheets shall define the various component specifications acceptable under this Group.

2.13 Safety Equipment:

CAMS approved Roll Bars and Seat Harnesses are recommended. It is foreshadowed that at some time in the future such equipment shall become mandatory.

Foam filled, flexible fuel tanks are strongly recommended.

Roll Bar assemblies must not be installed so as to become a 'de facto chassis' used to improve the torsional or beam strength of the original vehicle.